

# latitude **38**

THE NORTHERN CALIFORNIA SAILING SHEET  
VOL. 39 SEPTEMBER 1980



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# PINEAPPLE GOES BANANAS

Del Hutchinson isn't boisterous, and he ties his shoe laces with bows that have their tails the same size as the equally long loops. He doesn't drink much at the bar, and he gets home early on weekdays. He studied law while running a small business, worked diligently to prepare for the bar, took the bar exam recently, and expects to pass. He is now sitting at the bar waiting for the good news.

Some time ago, even before he was thinking about law, Del bought a happy comfortable little boat to go play sailing with his friends, one that would be fun and not too tiring to sail. Del bought a conservative green Moore 24, and named her **Banana Republics**.

Del bought sails from Richards and van Heeckeren.

Del decided to race, and on race day looking out towards the horizon the sailors saw a gooney bird, or was it a hydrofoil? No, it was **Banana Republics**. And what a performance they gave!

With the passing of time the performance of **Banana Republics** became more and more spectacular. Winning race after race against insurmountable odds, it was as though a super force would press them on.

During the howling storms which swept the fleet in the '78 San Diego race **Banana Republics**, one of the smallest boats in the fleet, was first to finish by an almost unbelievable margin. It was as though she was faster than a speeding porpoise, her sails were more powerful than a tidal wave, and she would leap over waves in a single lurch.

After the race Del went back to truth, justice and the

PHOTO BY DIANE BEESTON



American way of life. But on weekends **Banana Republics** performs her super natural heroics. Whether it is splashing around the water, racing the local beer can race, showing the hot shots what super sailing is all about, or winning major regattas, **Banana Republics** is unmistakably there.

If you want to hear some more good sea stories, you should get in touch with Del. You can probably find him before the race waiting for someone to get out of the dockside phone booth.



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CORLETT FOR  
DETAILS

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talk with the Designer,  
Manufacturer, Sail Experts –  
**FUN FOR ALL!**

**Tom Blackaller –**

North Sails

**Steve Taft –**

North Sails

**Red Caveny –**

President of  
Ericson Yachts

**Time:** 1:00 P.M.

**Date:** October 5, 1980

**Place:** Northern California Yacht Sales  
2415 Mariner Square Drive  
Alameda, California 94501

## NORTHERN CALIF. YACHT SALES

2415 Mariner Sq. Dr., Alameda, CA 94501  
(415) 523-8773

1500 Maple St., Redwood City, CA 94063  
(415) 368-2908

# ERICSON 36

by  
Ron Holland

## RON HOLLAND COMMENTS

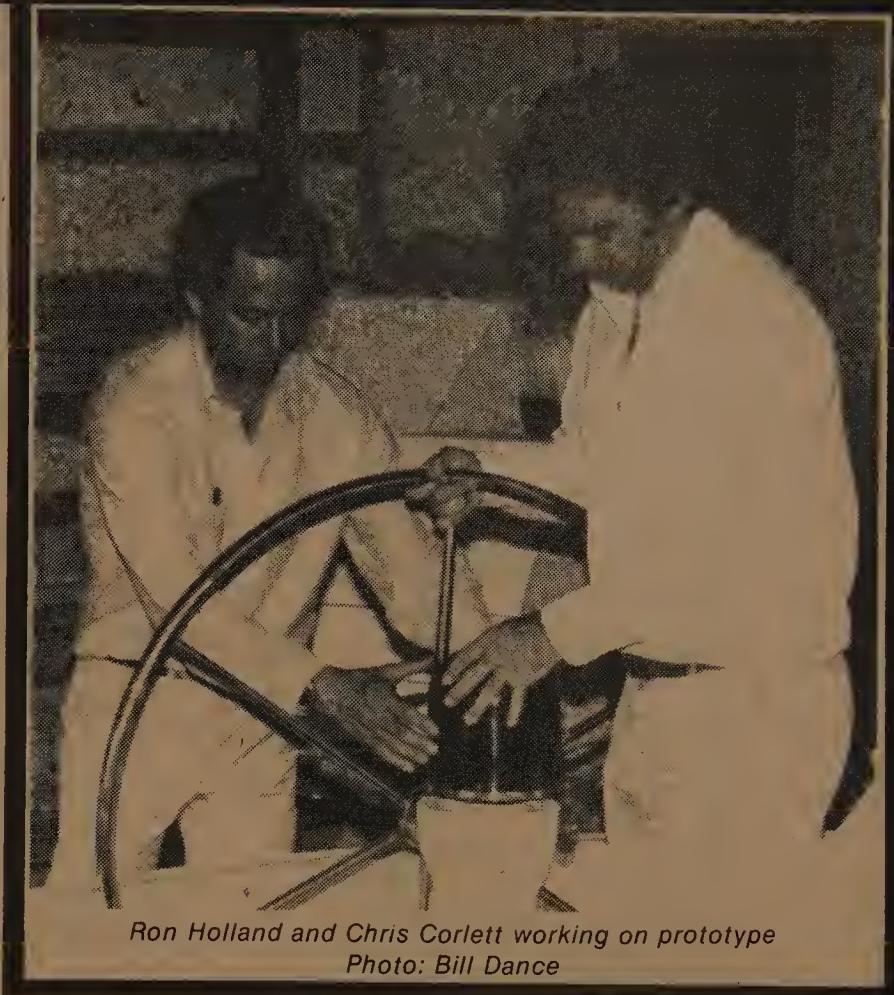
The opportunity to create a special yacht for market requirements and sailing conditions within the United States has been keenly received by both myself and my design team. This is the first effort I have undertaken that aims at the U.S. production market, and it has enabled me to utilize the design parameters I have found successful with my existing designs in concert with Ericson's knowledge of arrangement requirements and production construction systems. I have every confidence the Ericson/36 will be well received in the marketplace by those who respect and appreciate performance in a production yacht.

Ron Holland  
RON HOLLAND YACHTS DESIGN, LTD.

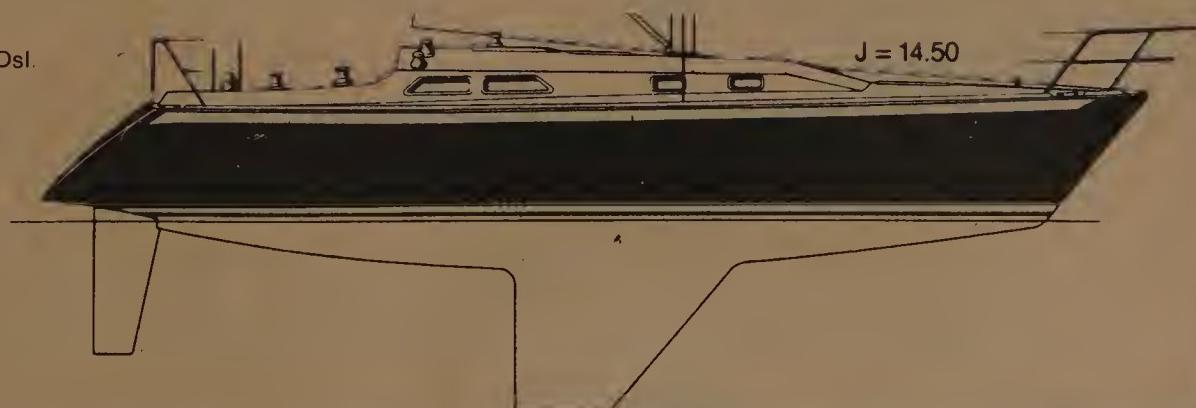
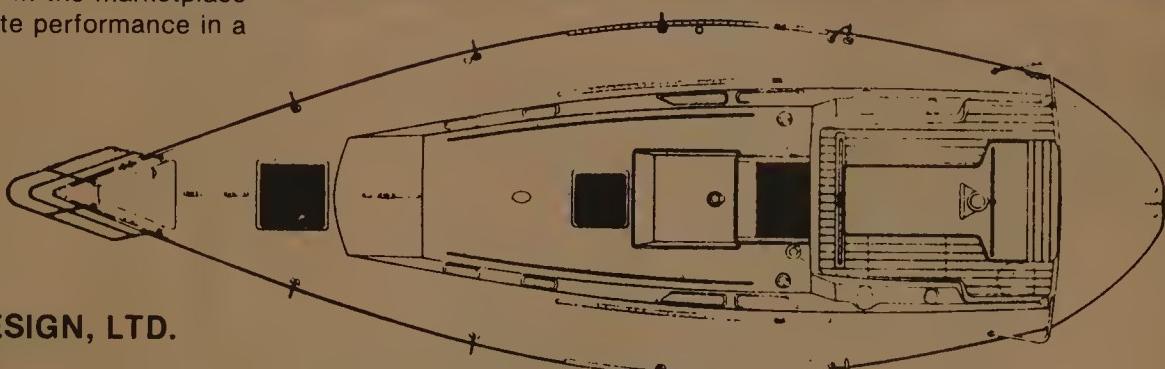
### PRELIMINARY SPECIFICATIONS

LOA	35'7"
LWL	29'0"
Beam	11'10"
Draft	6'3"
Displacement	11,600 lbs.
Ballast	5,230 lbs.
External	4,650 lbs.
Internal	580 lbs.
Auxiliary	3 cyl 24 hp Dsl.
Water	70 Gal.
Fuel	50 Gal.

Masthead Rig	
Total Sail Area	598 sq. ft.
100% Fore Triangle	346 sq. ft.
Main	252 sq. ft.
I	47.75'
P	42.0'
E	12.0'
J	14.5'
Projected IOR rating	27.9



Ron Holland and Chris Corlett working on prototype  
Photo: Bill Dance



## NORTHERN CALIF. YACHT SALES

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For an appointment to inspect and sail the new Pearson 530, Call (415) 261-SAIL.

**SAILBOATS, INC., Embarcadero Cove, Oakland, CA 94606**

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Frers 58 "Swiftsure"

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**BREEZEBREAKER** jackets are made with 2mm thin nylon-2 neoprene for a snug, cushioned torso — but not too tight. Arm, shoulder and collar material is light, loose and waterproof. Heavy-duty front zipper with stainless steel slider. Mandarin collar style with Velcro overlap closure. #7152.

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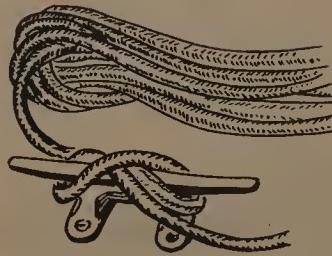
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CUSTOM MOORING LINES. Check yours for chafe and let our expert staff prepare new ones if needed, at 25% off.



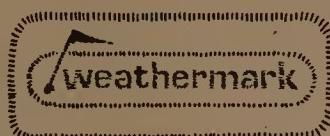
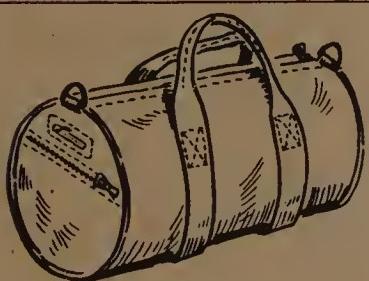
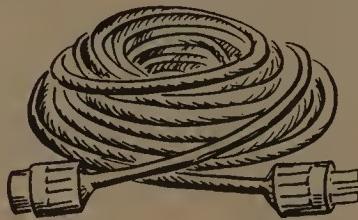
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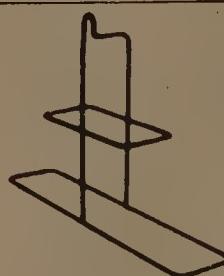


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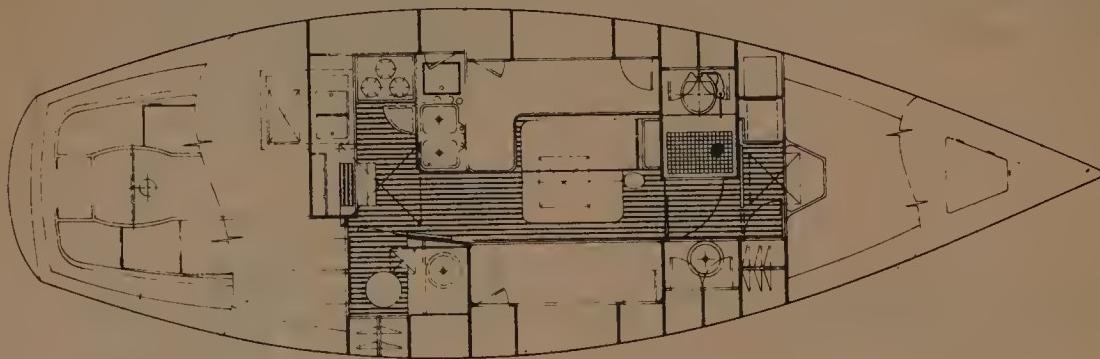
DAVIS SEXTANTS. Mark 15 (\$85.00 List), Mark 20 — Illum. (\$99.95 List), Standard Mark 3 (\$22.95 List). Available at 30% off.

*Discounts for Sept. 1980 — prices subject to change.*

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#### Specifications:

L.O.A.....	36'0"
L.W.L.....	30'1"
Beam.....	11'6"
Draft .....	5'0"
Rated Sail Area (sloop) .....	595.2 sq. ft.
Rated Sail Area (ketch) .....	705.3 sq. ft.
Displacement .....	17,000 lbs.
Displacement (ketch) .....	17,250 lbs.
Headroom.....	6'6"

MARINER HAS IT ALL - BEAUTY, SPEED, COMFORT AND EXCEPTIONAL QUALITY.

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MARINER 38 PILOTHOUSE

MARINER 38 TRUNK CABIN

MARINER 39 CENTER COCKPIT

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latitude  
**38**

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'the northern California sailing sheet'

# Boat Show



## San Francisco Bay In-the-Water Boat Show

Power and Sail   
Sept. 5 - 14

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Weekends 10:00 - 6:00

Admission: Adults \$4.00  
Ages 6-16 \$2.00  
Under 5 Free

Parking: Free

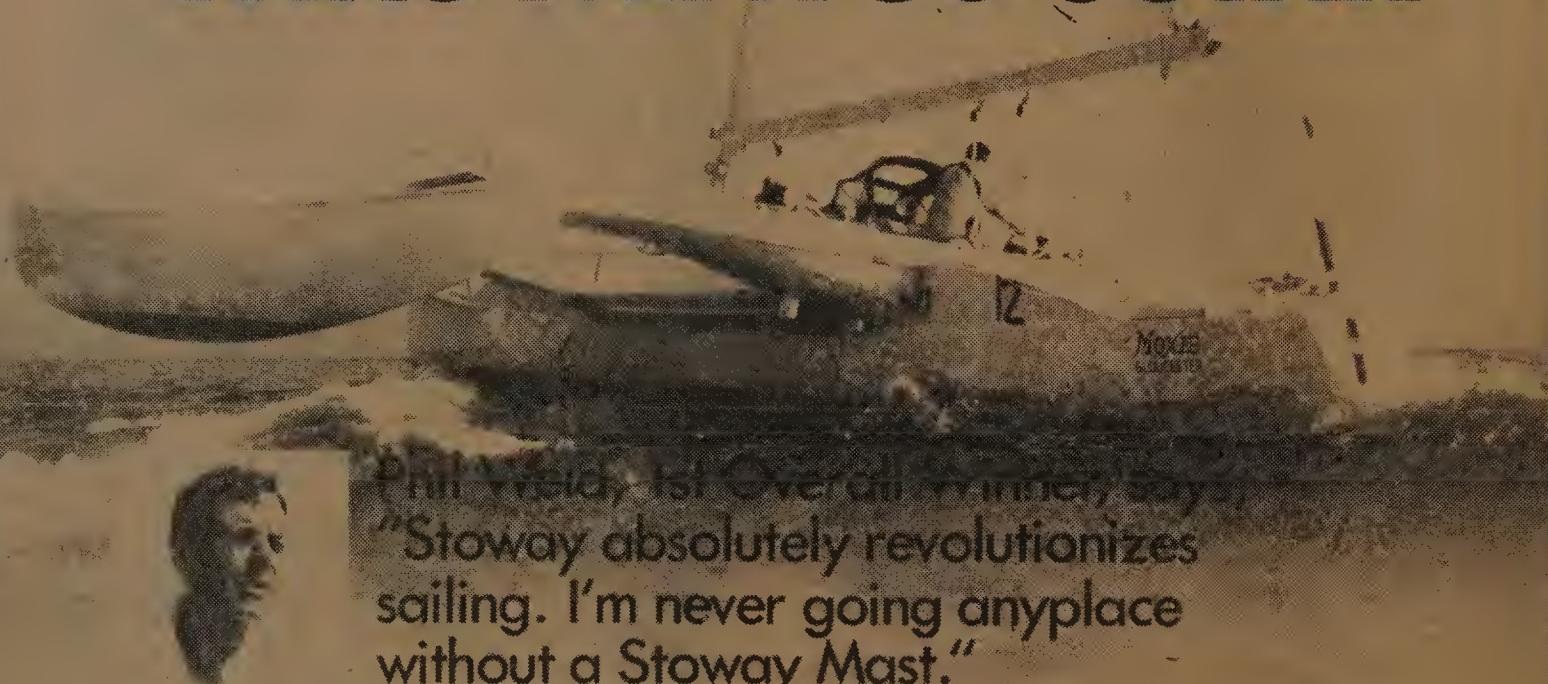
Show Office: (415) 523-0940



Admit One  
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# HOOD STOWAY MAST WINS THE 1980 OSTAR



Phil Weld, 65, Overall winner,  
"Stoway absolutely revolutionizes  
sailing. I'm never going anywhere  
without a Stoway Mast."

Phil Weld, at 65, is in his prime. He is in the forefront of multihull development and the acknowledged leader in design and performance. This year he proved it. He not only won the 1980 Observers Singlehanded Trans Atlantic Race, but beat the previous record by 2½ days!

To win he outperformed a lot of younger sailors, but none better-equipped. *Moxie* was "Hood from the deck up." A Hood Stoway mast, two Sea Furl headsail systems and Hood sails.

Phil chose the Stoway mast for its efficiency. He chose Hood Yacht Systems because of their reputation for well-engineered products that perform reliably in all conditions. Phil attributes much of his success in winning the race to Stoway.

The North Atlantic is a rough place and racing singlehanded is intense. *Moxie* ran the gamut. Winds over 35 knots then poof...becalmed. Cascading waves

and flat water. The Stoway mast allowed Phil to easily handle the diversity of these conditions from the safety of *Moxie's* cockpit. As he put it, "I had exactly the right amount of sail every time."

Think of the time and effort he saved. Stoway allowed him to adjust speed and keep the boat under control at all times. Foot and luff tension could be adjusted to optimize sail shape as the conditions varied. Helm balance and angle of heel were controlled by adjusting mainsail area. Walter Greene, the trimaran's builder, described the Stoway as acting like *Moxie's* throttle. Perfect control all the time.

During the entire 17 days, 23 hours and 12 minutes it took Phil to win the 1980 OSTAR he never changed sails once. That was a considerable saving. No sails to hoist. No valuable stowage space lost to extra sail inventory. No dangerous

trips forward. The difference in effort was immense. Stoway's efficiency was a major factor in winning the race.

You may never challenge the North Atlantic alone, but Stoway will give you complete confidence in your ability to handle your mainsail with speed and precision. Its dependability has been proven by hundreds of people just like yourselves. We don't build Stoway to race, but we do build it to perform. As Phil Weld says, "It takes all the work out of sailing".

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Watch for Phil's movie *The American Challenge* produced by the New Film Company.

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# Don't Miss The First Bay Area Showing Of THE NEW! HANS CHRISTIAN 33

You would never suspect this beautiful 33 foot yacht to be the smallest in the Hans Christian line. This little cruiser easily accommodates the full family-sized crew. Step inside and you'll find the room and comfort you would expect on a much larger yacht. The extensive use of solid teak wood-work throughout, is always an outstanding feature of Hans Christian Yachts . . . the 33 is no exception. No veneers are used anywhere on a Hans Christian. In keeping with this high level of craftsmanship, you'll find only the highest quality as standard equipment. Force Ten sails, winches by Barent, and NAVTEC rigging are some of the brand name equipment featured.

Guaranteed to be one of the shows highlights, the Hans Christian 33 is this year's yacht you can't afford to miss!

## SPECIFICATIONS

LOA 32'9"	FUEL 60 Gal.
LWL 29'2"	DISPLMT 17,900
BEAM 11'6"	BALLAST 6,300
DRAFT 5'6"	SAIL AREA 680 Sq. Ft.
WATER 100 Gal.	



## Also, at the boat show . . .



you'll find a selection of the finest boats Cruising World Yachts has to offer.

**IN-THE-WATER**, along with the Hans Christian 33, will be featured the Mason 37, the Wilderness 30SX and the Fox 25.

**THE MASON 37** is the national award winning design of Al Mason. This outstanding yacht was the 1979 "Best of Show" and "Queen" of the recent Oakland Boat Show. The beautiful ocean cruiser is a "must see" at the show.

**THE WILDERNESS 30SX** is a true racing/cruiser and a favorite at Cruising World Yachts. Proof of its' outstanding racing ability, is shown in its recent wins. The 30SX took first in the following races: the Hawaiian Salsa Cup (1st Overall); the Drakes Bay to S.F. race; the Vashond Island Regatta; and the Smith Island Regatta. We just can't keep this boat still, so see while you can.

**THE FOX 25** is the safe, comfortable, cruising design of naval architect Gary Mull. This simple, easily handled yacht, allows the single-handed skipper a chance to sail with ease.

**OUT-OF-THE-WATER**, Cruising World Yachts will be rounding off their complete sailing selection, with the Wilderness 21, the Banshee, the Dover Dory, the BJ 17, and the fun Topper. Cruising World Yachts is your Northern California dealer for all these yachts, but if you would like to see more, ask about our extensive selection of brokerage specials, featuring a fine selection of previously owned yachts.

### Dealership For:

- Hans Christian • Mason 37
- Wilderness • Fox
- BJ 17
- Topper
- Banshee
- Dover Dory
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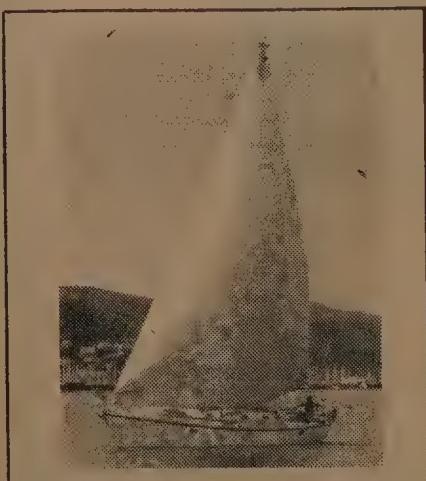
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# Sutter Cuts a New One . . .

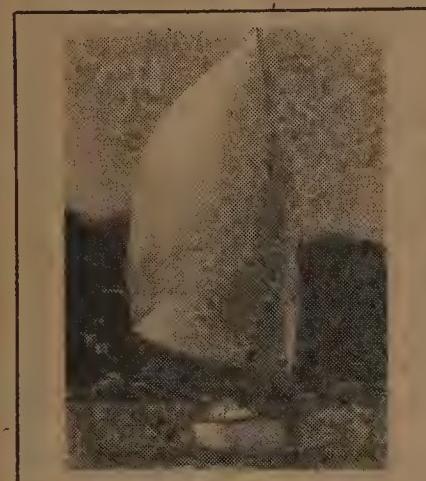
## The Radial Headsail



**Drifting** — points as close as 40° to the wind because it has a wire luff and hanks on the jibstay. There is no need to add extra gear since it utilizes your existing jib halyard.



**Reaching** — More power because it's cut fuller than a genoa and has more sail area. Radial head design for maximum strength and low stretch. Good up to 20 plus knots.



**Running** — Better than a genoa because it's lighter, fuller and larger. Easier to handle than a spinnaker since you don't need a pole, foreguy or topping lift.



The inventors of the **Radial Head Spinnaker** continue to use their 25 years of sailmaking experience and the latest in computer technology to bring you a new sail design. The new Radial Headsail was developed specially for the needs of the modern performance minded cruiser.

THE NEW LEADER  
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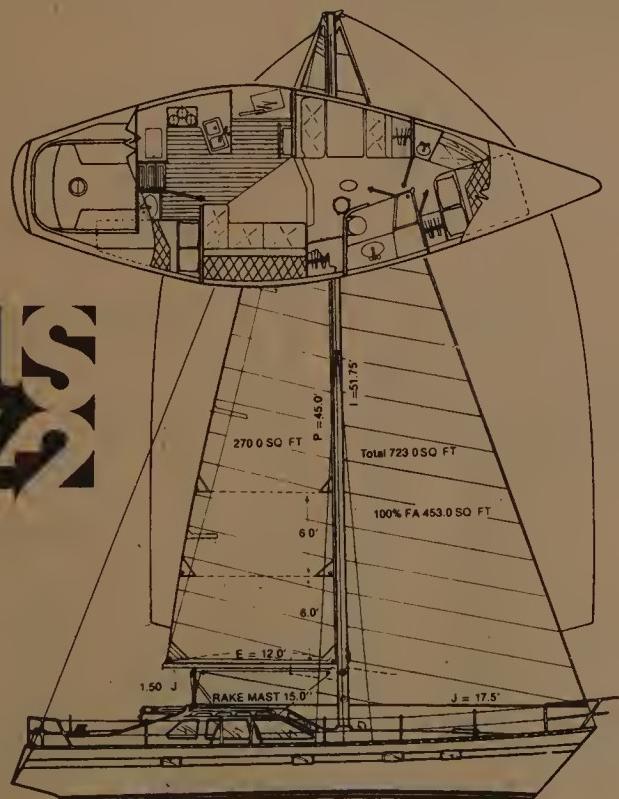
Bayliner's business is boat building and they are dedicated to perfecting and using the most modern materials and production methods that results in perhaps the best production boats in the World.

Bayliner is coming out of some difficult economic times stronger than ever. Where most boat builders are either in bankruptcy or on the verge because of their inefficiencies and inability to respond quickly as a result of having their hands tied by their board of directors, stock holders and excessive personnel; Bayliner's entrepreneurial spirit has made it possible to offer a complete new line of quality U.S. Yachts led by the Queen of the Fleet, the proven design of Stan Huntingford, the luxurious, prestigious sailing machine, the U.S. 42.

**Design and Construction:** Bayliner has not stayed in business for a quarter of a century by compromising its designs, its materials, or its construction techniques. The U.S. 42 is a design that establishes the able, super outfitted direction adopted for this large cruising machine. Designed as a passagemaker with strong, simple gear and systems typical of Bayliner that would make voyaging an exhilarating experience for this boat and the fortunate few destined to own one. She offers generous quarters in a superbly organized below-deck environment that is unique to Bayliners Boats.

Efficiency seems built into the U.S. Yachts instead of a production afterthought. The cockpit has a helmsman's seat high enough to see over the cabin in the U.S. 42 which has inside steering. Cockpit lockers are ample and easy to dig into. The navigation station has a big chart desk with ample room on the bulkheads and in bins for electronic gear and tools. The very large vee-berth cabin forward is surrounded by storage. Cabins are lit by plexiglass sky-light hatches. The hull on the U.S. 42 is molded fiberglass, six layers of 1.5 oz. mat, five layers of 24 oz. roving with 5/8" AIREX CORE . . . two extra layers of mat and two extra layers of roving in the keel area.

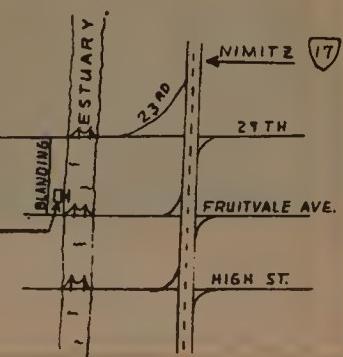
U.S. Yacht items like these are augmented by OEM installations of extra quality such as custom spars with internal wiring secured and their internal halyards sound proofed; Guzzler diapham manual bilge pumps in addition to two automatic bilge pumps and two more manually controlled electrical bilge pumps; very large self-tailing winches, the finest tracks, travelers, blocks and deck hardware available.



Henry R. Hinkley are sold to foreign owners or major corporations who build boats as a sideline . . . Bayliner remains owned and operated by Orin Edson who founded the company 25 years ago. Orin Edson's and

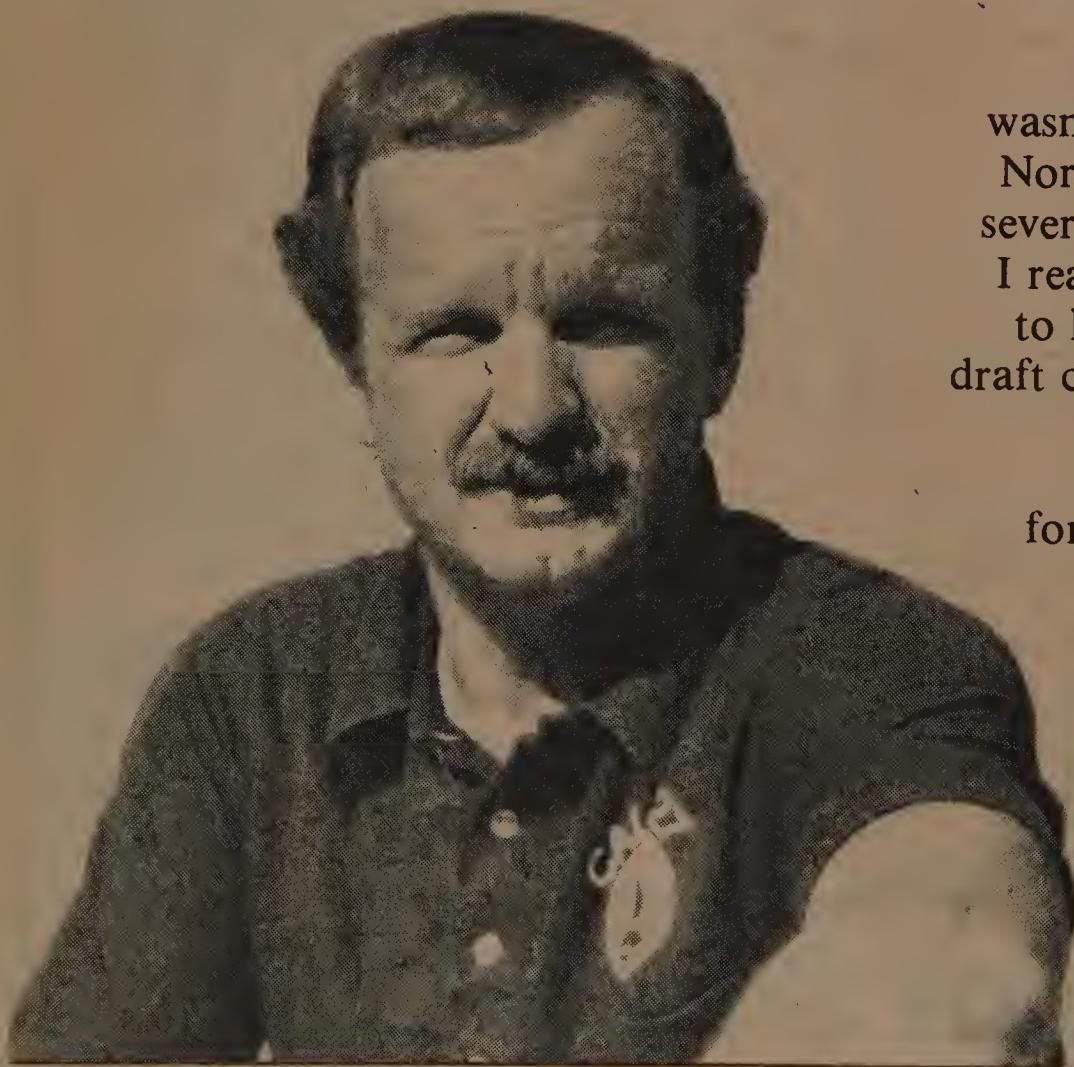


2639 Blanding Ave., Alameda, CA (415) 521-5900



# Rod Sievers says there are three things to look for in a Sailmaker.

- (1) Service.
- (2) Service.
- (3) Service.



My Cal 2-27 had North sails  
when I bought it.  
So naturally when I  
wasn't winning races I went to  
North to find out why. After  
several sessions with Steve Taft  
I realized how much I needed  
to learn about sail trim and  
draft control. Steve helped correct  
that, and now  
we're in contention  
for the Cal 2-27 O.D.C.A.  
Championship.  
Thanks Steve.



*North Sails win more races than any other Sails in the World.*

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N  
30"

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Santana



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MARINER SQ. YACHTS  
521-7030

2415 mariner sq. drive  
alameda, ca. 94501

38,500.00

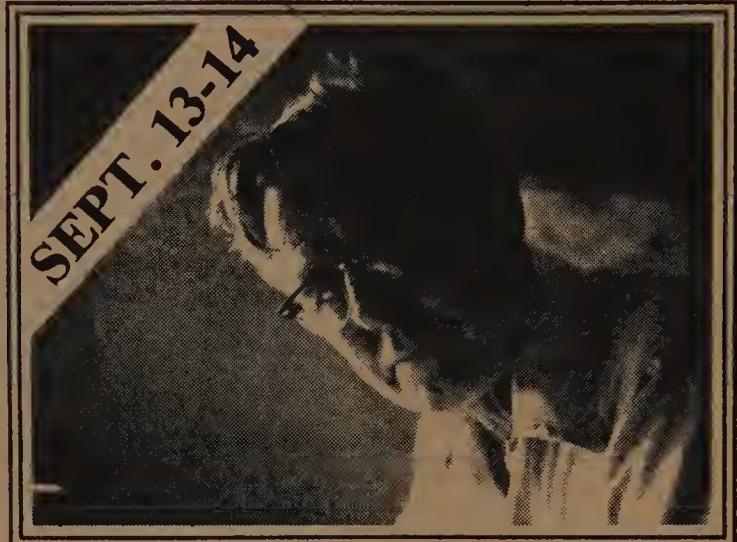
plus  
tax.

# TWO FOR THE SHOW. . .

*Robert Perry*

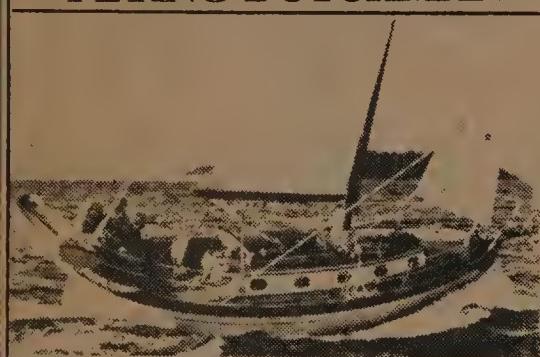


*Lyle Hess*



## ... THREE TO GO ...

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# LETTERS

## □ FALSE SENSE OF SECURITY

A friend from Moss Landing has just brought us a copy of your June issue in which marine heads, plastic buckets and the subject of safety harnesses seems to have combined to creat a somewhat humorous mess. Unfortunately the idea of depending on safety harnesses during offshore passages is not a subject for humor.

The reporter who wrote the article about our visit to San Francisco based her interview on a twenty minute telephone conversation plus information she gathered from reading two of our books. Although she was very accurate in all she wrote, space limitation prevented her from giving a full account of why we feel safety harnesses can cause a false sense of security in heavy weather. For a more complete discussion of our views on this matter, please refer to page 220 of our book, *Seraffyn's European Adventure*.

Our distrust of safety harnesses has been strongly confirmed by reading not only John Rousemaineres book, *Force Ten*, but the actual inquiry for the disasterous Fastnet 1979 Race. Fifty-eight of the people who depended on their safety harnesses found they failed, nine of these people drowned.

Lin and Larry Pardey  
Lake Elsinore, CA

P.S. — Editors, keep up the good work.

## □ YES, WE ARE INTERESTED

I thought you might be interested in what the "Seafairers" are doing at the Richmond Yacht Club.

We formed our womens group so we could better our sailing skills. We wanted to feel confident and to equally participate as sailing partners. We all felt simply being "crew" or "wife/crew/galleycrew" isn't really all there is to sailing.

The Seafairers meet one day a month to pool our talents and resources to study charts, navigation, the tide tables, emergency procedures, rules of the road, etc. One or two weekend days a month we sail on the half a dozen boats available. We have a wide variety of experience among our twenty-two members and its amazing how much most of us know about sailing, but lacked the confidence to realize we knew. We are enthusiastically sailing together and learning from each other.

Needless to say, your excellent sailing sheet gets passed around until it falls apart. Don't worry about putting numbers on the pages. The best articles automatically open to the right page. To guarantee that I get a crisp copy instead of a worn out one, enclosed is my subscription.

Kathryn Lee Miki  
Richmond Yacht Club

## □ I DIDN'T KNOW WHAT TO EXPECT

Attitudes. A few weeks ago my wife, Cheri, and I were to make our first trip up the Delta. Since I am a member of St. Francis Yacht Club and since I didn't know what to expect in the Delta, we decided to make Tinsley Island our first stop. Tinsley is a long ways from the Alameda Marina under sail and we thought Vallejo Yacht Club would make a convenient first day stay-over. I called them on the Friday before the Monday we would arrive inquiring as to whether I could tie up for the night and was told there would be no problem.

The trip to Vallejo was a pleasant sail with moderate winds and sun. Some excitement was provided by an attempt — eventually successful — to put Cheri in the hard dinghy which we were towing while wing and wing so that she could get some pictures of our

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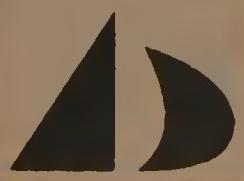
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# LETTERS

almost new yacht (the C&C 38 Obsession). Things got a bit tipsy for a minute and she got a refreshing bath from the waist down — but sailors dry out eventually.

As we motored through the entrance (shallow) to the breakwater at Vallejo Yacht Club a gentleman (as usual I remember no ones name) came to the clubhouse deck and motioned us to a very convenient berth. Over the next few hours several people came to chat, to see if we needed anything (even to showing us a special place we could walk our "dog-child" McTavish). We had a few drinks in the bar where everyone seemed to want to talk. Our stay was pleasant, the showers clean and available, the berth nice and the attitude was one of genuine friendliness.

It occurred to Cheri and I that Vallejo must be a popular stopping off spot for Bay to/from Delta traffic. Such transient traffic could lead to resentment on the part of club members and commercialism (high overnight berthing fees and lots of items for sale at unreasonable prices) to help pay for the club. None of this happened during our stay. Friendliness is a most important quality in a yacht club, and Vallejo has certainly achieved this aim.

Bob and Cheri Huddleston  
Obsession  
Livermore

## □ HULL OR HULLS

About Multihull safety: This business of being upside down is just a human fear, not a disaster. Let me review some of Davey Jones' perils:

1. SINKING — Surely this must rank as number one. When I used to sail in the Shields class in Rhode Island we had a Shields sink in the length of time it takes a wave to come aboard. Solings have had similar experiences here in the bay. It seems that if you put a lot of lead in a boat that they don't float too well if they get water in them. One gets something like the same problem if the companionway boards are left out. (To say nothing of being holed!)

2. RUNNING AGROUND — It all depends. If you run aground on the way to the Delta in some San Pablo Bay mud, not too bad, just embarrassing. On the other hand, *Apollo*, one of Australia's finest ocean racers, was recently destroyed after grounding on a reef in the 1980 Brisbane to Gladstone Race. She "ran aground", and was then "ground up".

3. CAPSIZE — A disaster which strikes fear into the heart of everybody's old lady. But really, how much less terminal is capsizing than sinking or grounding. Begin with Lasers, they appear to sleep upside down! All the skipper gets is wet and tired. On a larger scale, we have the capsizing of *Sorcery* a few years back (on a return delivery from Hawaii I think?) What did they lose? They lost their rig and a lot of deck hardware. Probably as bad a battering as a good boat has had and come back to talk about it. Even so, plenty of boats come back from day races in the bay rigless with injured crew. Even more spectacular was the rollover of the *Swan 65* (forgot her name) in the Round the World Race. She lost some deck hardware.

Now lets look at the multis:

1. SINKING — The damn things don't sink! Some incautious people even ground the entire bottom out of the middle hull of their tri in the Bahamas when they got too close to a coral head and the floats supported the entire boat. The stuff most of 'em are made of, even the pieces float. Of course you can make a solid tri boat, but the ones that are, are currently being made with 100% plus floatation by responsible makers.

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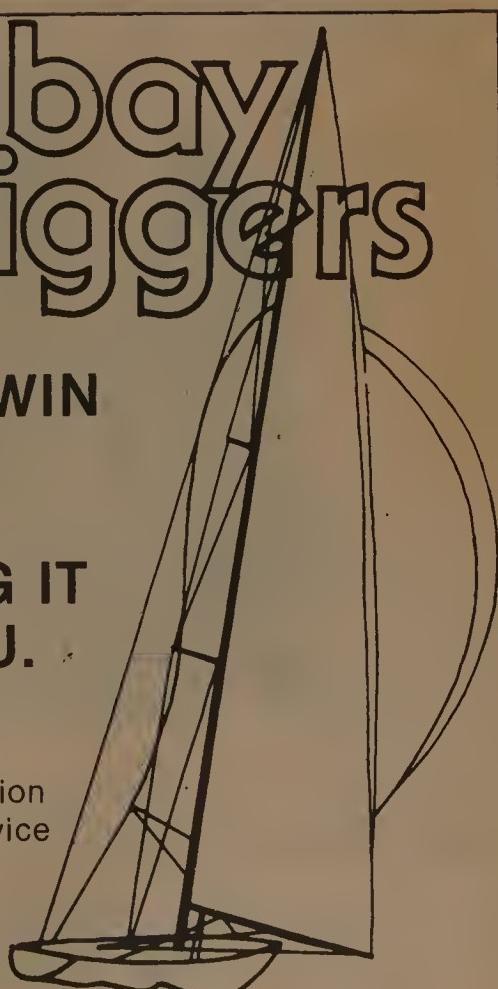
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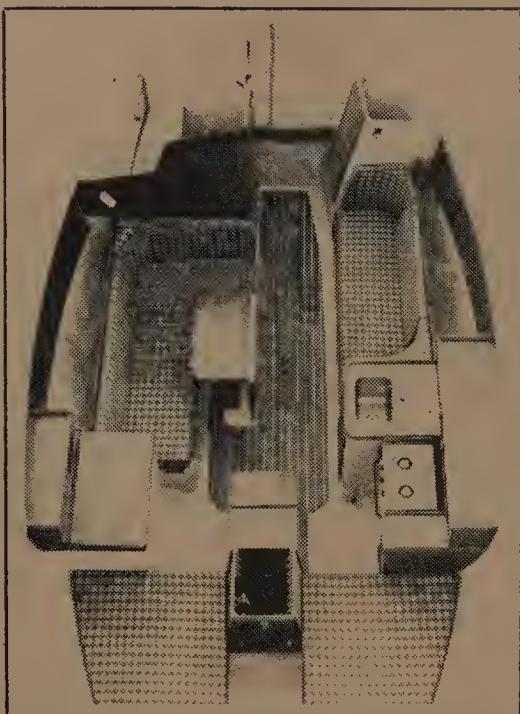


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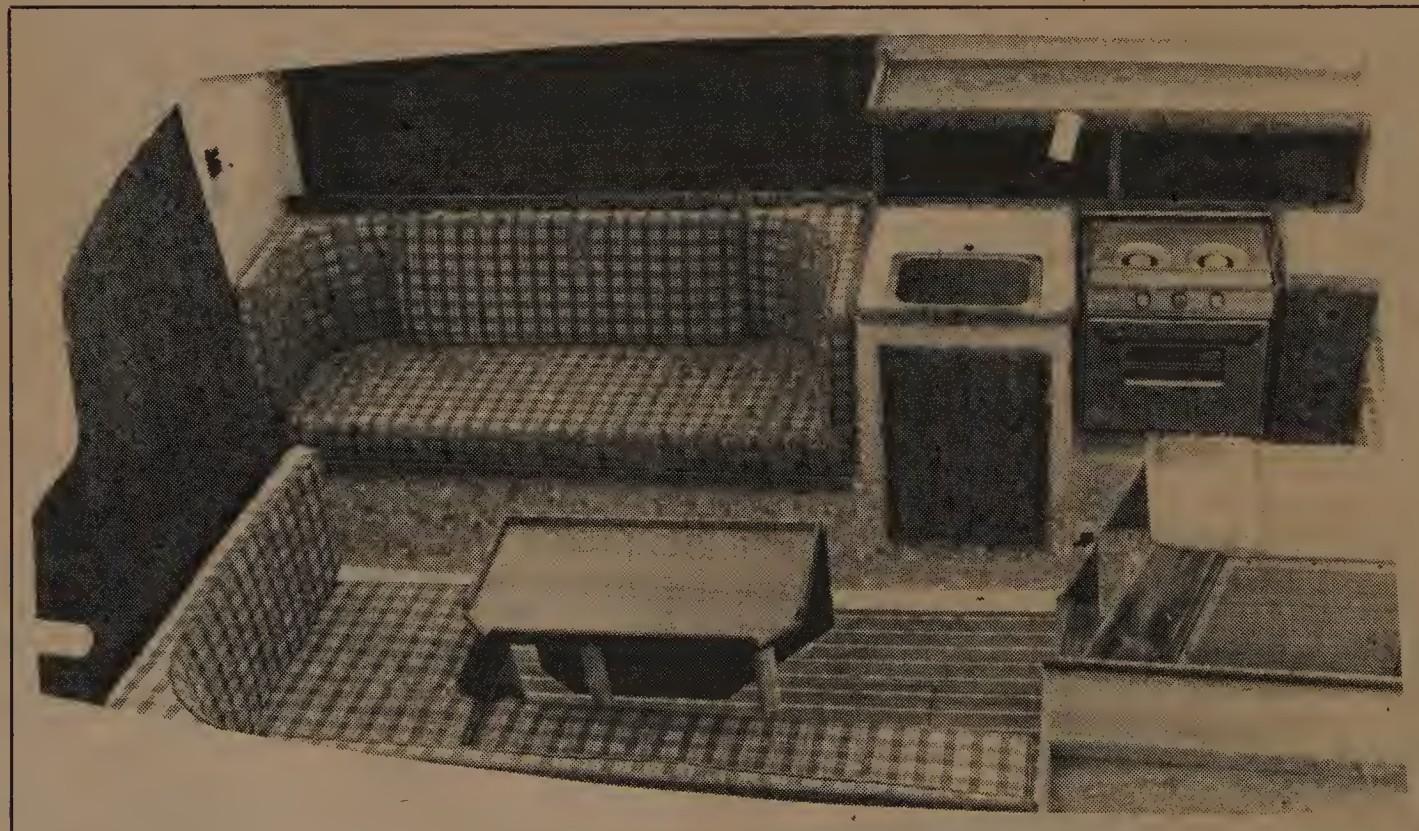


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# LETTERS

2. RUNNING AGROUND — A cat about the same size as Apollo ran aground at the same time, at the same place on the same reef. She lost the bottom foot or so of each rudder, backed off the reef and sailed home. Her name is *Bagatelle* and she's still sailing. Those Polynesians didn't use multihulls for interisland transport because they were ignorant!

3. CAPSIZE — Condition 1.: They don't sink, makes condition 3, Capsize, much less of a disaster than it first appears. The boats are still afloat, and they are still whole. If the crew will accept the time-honored advice to stay with the boat, they will be okay. Phil Weld's old boat, *Gulf Streamer*, was picked up by a Russian freighter and is presently sailing the Black Sea in fine condition. She sustained very little damage for getting her decks wet. The problem was she lost her mobility, not her safety.

Since then several self-righting systems have been developed for multis. The most recent and best of which has been tested full scale by Derek Kelsall on a 37-foot cat. One opens a valve to flood special compartments in the bows and the boat rolls over all by itself. Just pump the righting tanks and carry on.

Multihull seamanship requires different skills than those appropriate to a ballasted boat, but multihull safety is somewhat better on balance. They don't sink, it does them little harm to run them aground, and the engineering appropriate for "un-capsizing" one is in the works. In addition, if you read the directions in your clipper ship manual for sailing out of a storm, and you keep track of the weather, 15 knots will get you out of the path of impending disaster a hell of a lot faster than 6.

Don't you think that the Polynesians had enough pigs and fish and coconuts to figure out what ballast might do for a boat? They'd been making long ocean passages a lot longer than us gringos.

Charles Beyor  
Tiburon

Charles — There are advantages that multihulls have over monohulls, but we don't believe that safety is one of them. Faster? Yes. Less expensive to own? Yes. Rommier? Yes. Safer? Not in our book.

We end up talking to a lot of people who have done a year or two sailing in the South Pacific. According to them, you'll generally not hit conditions worse than 40 knots of wind and steep 15 foot seas. In those worst conditions you could pretty much leave a suitable monohull to its own devices and there shouldn't be any fear that it would sink or capsize. But a multihull? Those conditions might require a healthy, alert, experienced multihull sailor to keep her right side up.

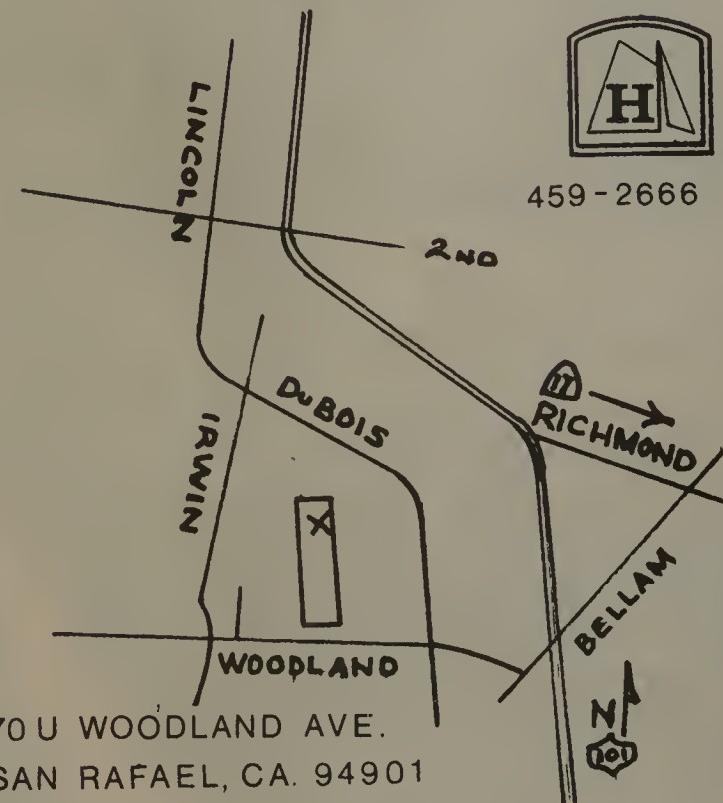
You may feel that "this business of being upside down is just human fear, not a disaster", but we don't. Not if you're alone with your wife and kids in the middle of the Pacific. That would present all the trauma you'd want for as long as you live — which might not be very long.

The big argument for multihulls, "the damn things don't sink" doesn't carry much clout with us either. If a monohull sinks you get in the liferaft, which is no worse than clinging to a flipped multihull. And unfortunately, multihulls flip far more frequently than monohulls sink.

We're not saying that multihulls aren't worthwhile, that the newer ones aren't much better designed and constructed than most of the old ones, that you shouldn't own one — we are saying we think they are less safe than monohulls.

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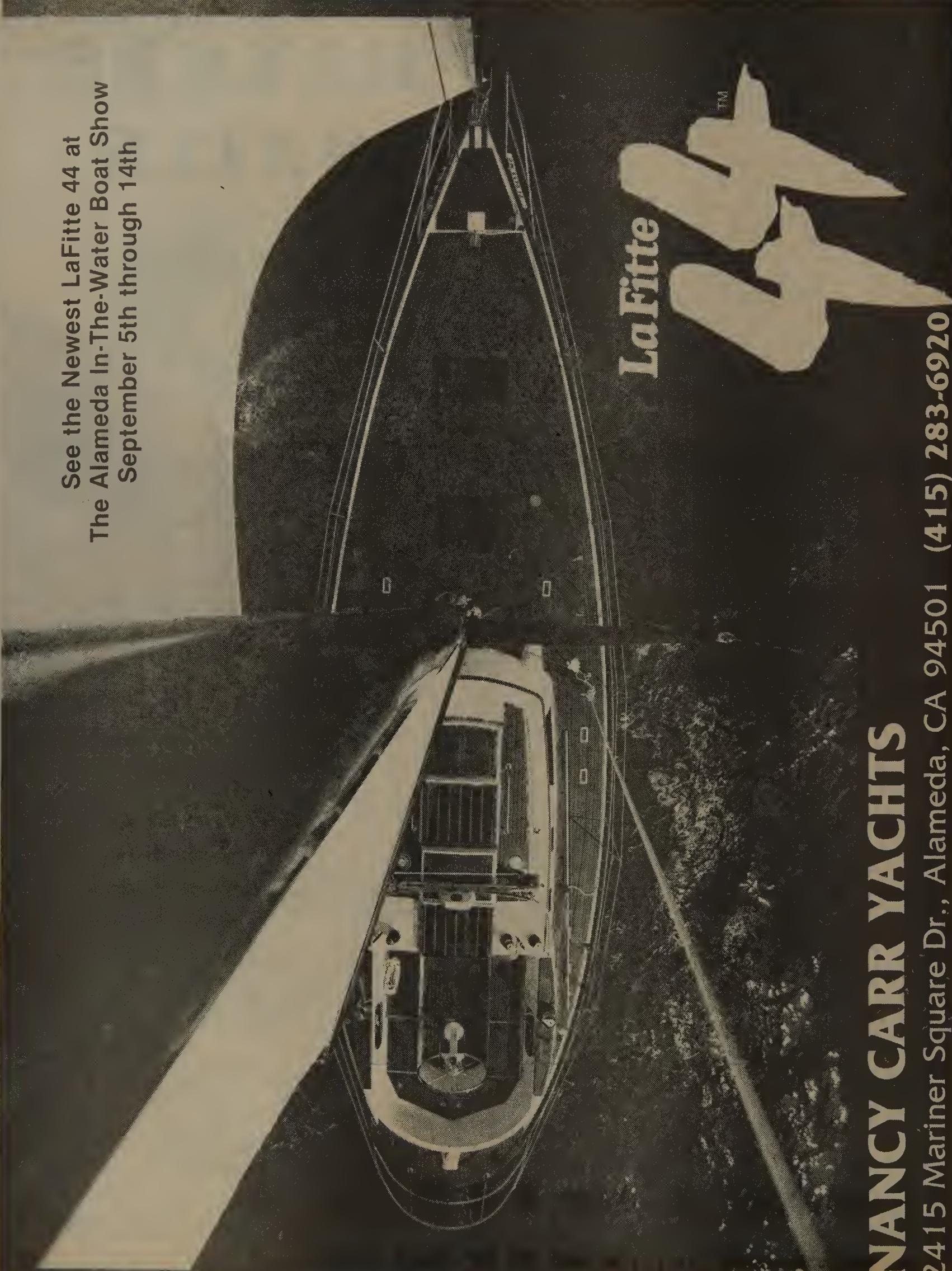
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# LETTERS

What really intrigued us however, was your comment that "multihull seamanship requires different skills than those appropriate for a ballasted boat". That makes a lot of sense to us, and we're going to try and have words with Mike Kane, whose Crusader was first to finish the Singlehanded TransPac, on just this subject.

## □ ILLEGITIMI NON CARBORUNDUM

Re the letters from "Name withheld by request" and Sidney E. Worthen in your August issue chiding you for salty language and cartoons: I am unalterably convinced that you are being besieged by a highly vocal minority fringe that would legislate taste for the rest of we plain and simple folk who just happen to find something refreshing and honest in your "that's the way life is" approach.

I can't recall anything in the law of our land that requires one to read, have in their home, or sully their sibling's psyches with any piece of literature. And — there is a fairly significant amendment to our Constitution protecting not only free journalistic expression, but the right to choose what we read. So — they don't like your approach? They forgo the pleasure of your company. Very simple.

Meanwhile, I think you are right on the money. So much so that I am enclosing \$\$\$ for a subscription, even though we can get free distribution copies (that's how we became acquainted with *Latitude 38* — See, it works). Furthermore, we'll be placing some advertisements in your pages shortly.

There are many of us who think you've got it all together. Please don't change your fresh journalistic approach. And don't knuckle under to the "bluenoses". There are more of us than them.

Bob Leopold  
San Francisco

If it's okay with everyone, we'd just as soon be done with all this controversy — pro and con — about swearing and naked sailors. We're going to try and publish what we think is the best magazine we can and leave it at that.

## □ ANCHOVIES

Along with the shoaling problem that occurs every winter in Santa Cruz Harbor, another disaster strikes us about every 6 or 7 years. Anchovies, chased by the "red" tide come into the harbor. Well, it happened this last weekend, millions and trillions of anchovies died along with other fish to clog up the harbor and within hours started decomposing. It's one of the worst smells you can ever imagine, to say nothing of the damage the oil and acid from them do to our boats. It turns bottom paint black and kills its effectiveness, and also ruins paint on houses.

Early Sunday A.M. Brian Foss and Steve Scheiblauer, general manager and harbormaster respectively, got on the phones to radio stations, newspapers, organizations, asking for help. The response was fantastic. The Sea Scouts of Santa Cruz were the first to respond on Sunday along with many slip owners: scooping anchovies, net boats, *La Dolce Vita* and *Survival* netted line fish in the harbor, even a family on vacation with their boat from Alameda scooped as if it was their harbor, too.

Monday and Tuesday about 400 people showed up to be hired, Leon Panetta's office had called La Honda Conservation Corp to help. It was pretty wonderful the response we got from everywhere. I'm sure it could have been much worse without all the help from everywhere. The Santa Cruz Harbor and especially their maintenance crew who worked many hours past their regular hours



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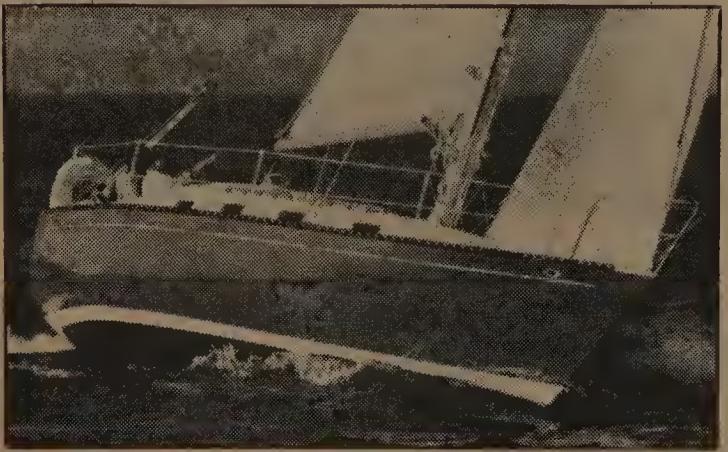
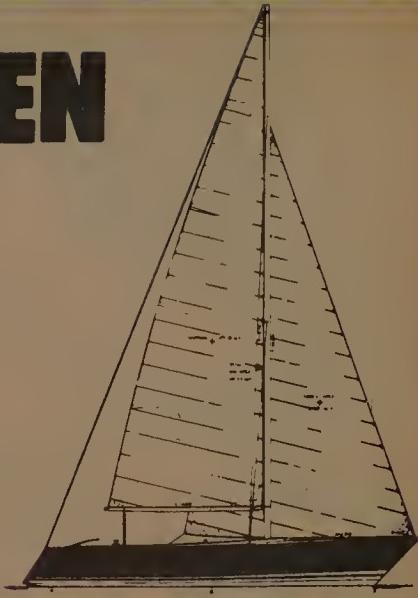
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## TARTAN TEN

Specifications:

LOA	33' 1-3/4"
DWL	27' 0"
Beam	9' 3"
Draft	5' 10-1/2"
Ballast	3340 pounds
Displacement	6700 pounds
Sail area	486 sq. ft.

Design — Sparkman & Stephens



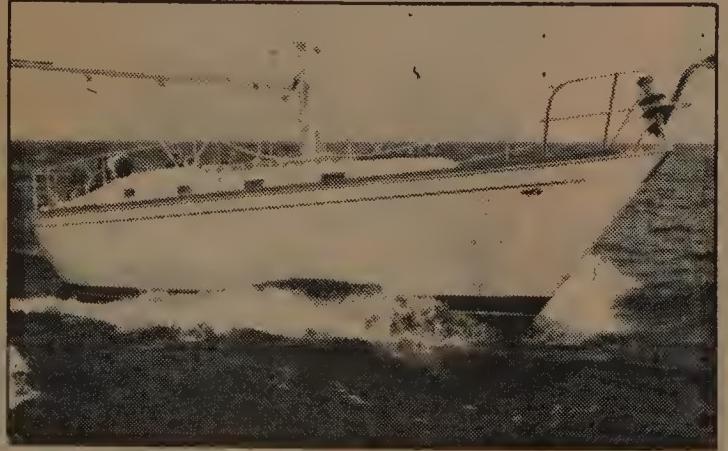
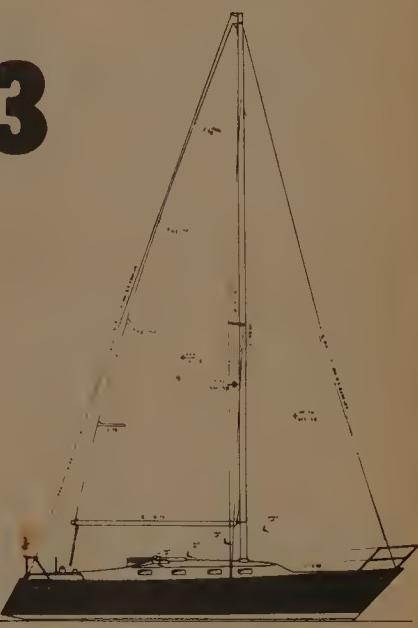
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## TARTAN 33

Specifications:

LOA	33' 8"
DWL	28' 10"
Beam	10' 11-1/2"
Draft	4' 5-1/2"
Ballast	4400 pounds
Displacement	10,000 pounds
Sail area	531 sq. ft.

Design — Sparkman & Stephens



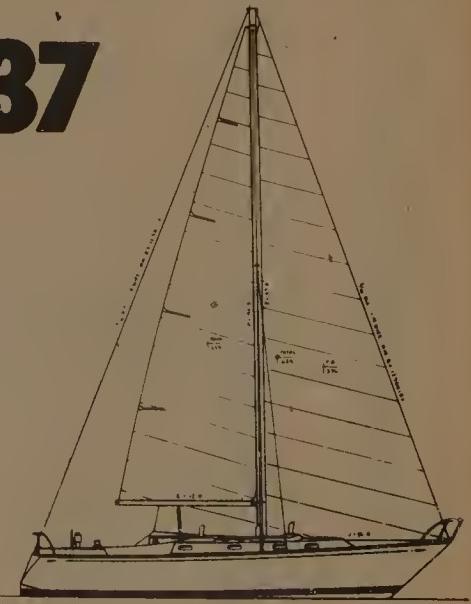
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## TARTAN 37

Specifications:

LOA	37' 3-1/2"
DWL	28' 6"
Beam	11' 9"
Draft	6' 9"
Displacement	15200 pounds
Ballast	7500 pounds
Sail area	625 sq. ft.

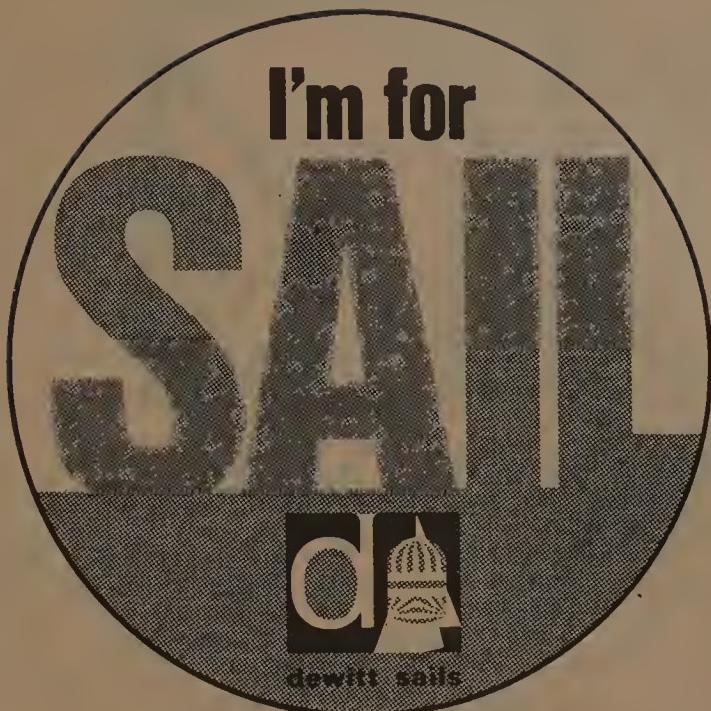
Design — Sparkman & Stephens



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Winners will be announced at the Boat Show, Sunday, September 14, at 2:00 P.M.

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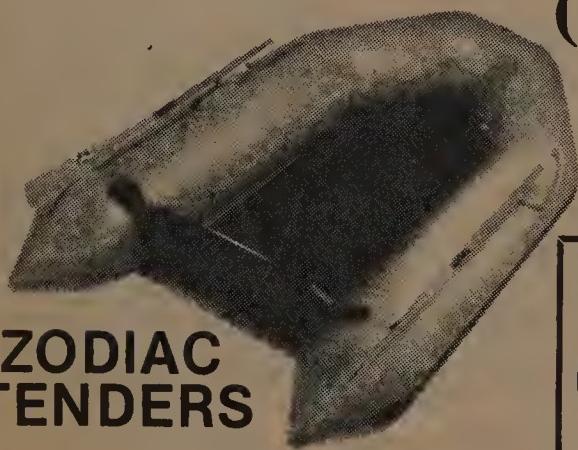
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# LETTERS

deserve a note of thanks along with all the others. It only goes to prove again that people really respond when you need them most.

Ken & Mary Nutt  
Santa Cruz Harbor  
Aboard Jeudi Prochain

P.S. — We are avid readers of your magazine, without a doubt it is the best reading anywhere, so keep up the good work.

Ken & Mary — Now that you folks have had anchovies in your yacht harbor a few times, you really ought to try them on pizza.

## □ TWO AND TWO

On page 122 of Volume 38 (August 1980), the article on the Singlehanded TransPac, you write, and I quote: "Noon shots do get tricky as you approach Kauai, but that's something that has to be contended with."

Relax everybody. It's only tricky for people who can't add two and two. Shame on you, *Latitude 38*, you and your attempt to mystify readers with such utter nonsense.

Robert Richard Owen  
Oakland

Robert — For someone with celestial navigation experience you imply having, maybe it is as simple as adding two and two. But to our knowledge there hasn't been a single entry in either the first two TransPac's that was able to get an accurate noon shot as they approached Kauai. The problem, as you no doubt are aware, is that the sun is almost directly overhead at noon at that time of the year in that part of the world. You must be hell with a sextant and are probably the only guy in the world who can come up with a useful shot under such circumstances. Our congratulations.

Some of the more knowledgeable navigators were able to work around the problem; they took some sights a little before and after noon and averaged them or some damn thing. It may be simple — we said it was a problem not a mystery — but we shamefully must admit we don't know how to do it, nor did the vast majority of the racers in those first two TransPacs.

You can do us all a favor by sharing your 'simple as adding two and two' solution. Maybe it's not tricky, but it's utterly mystifying if you don't know how.

## □ HONESTY

Enclosed is my check for \$10.00 for a one year subscription to *Latitude 38*. I first obtained a copy to read the coverage you gave to Amy. I was impressed with your honesty. Then I got into reading the whole magazine and I found I thoroughly enjoyed it.

Aileen M. Boyer  
San Francisco

## □ EVERY WORD OF EVERY ARTICLE

As a sailor and racer (R23) on the bay, I never miss an issue of your magazine. It is the most relevant (therefore interesting) magazine published anywhere, as far as I'm concerned. I read every word of every article.

Knowing that your magazine reaches just about everyone who sails in the area, I wonder if you could publish these Power Squadron Boating Class schedules in your September issue? No tuition is charged for these classes, and the level of instruction is excellent.



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If Rita cannot answer your question, she'll have one of our sailmakers get back to you first thing Monday.

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## SATURDAY IS RITA'S DAY

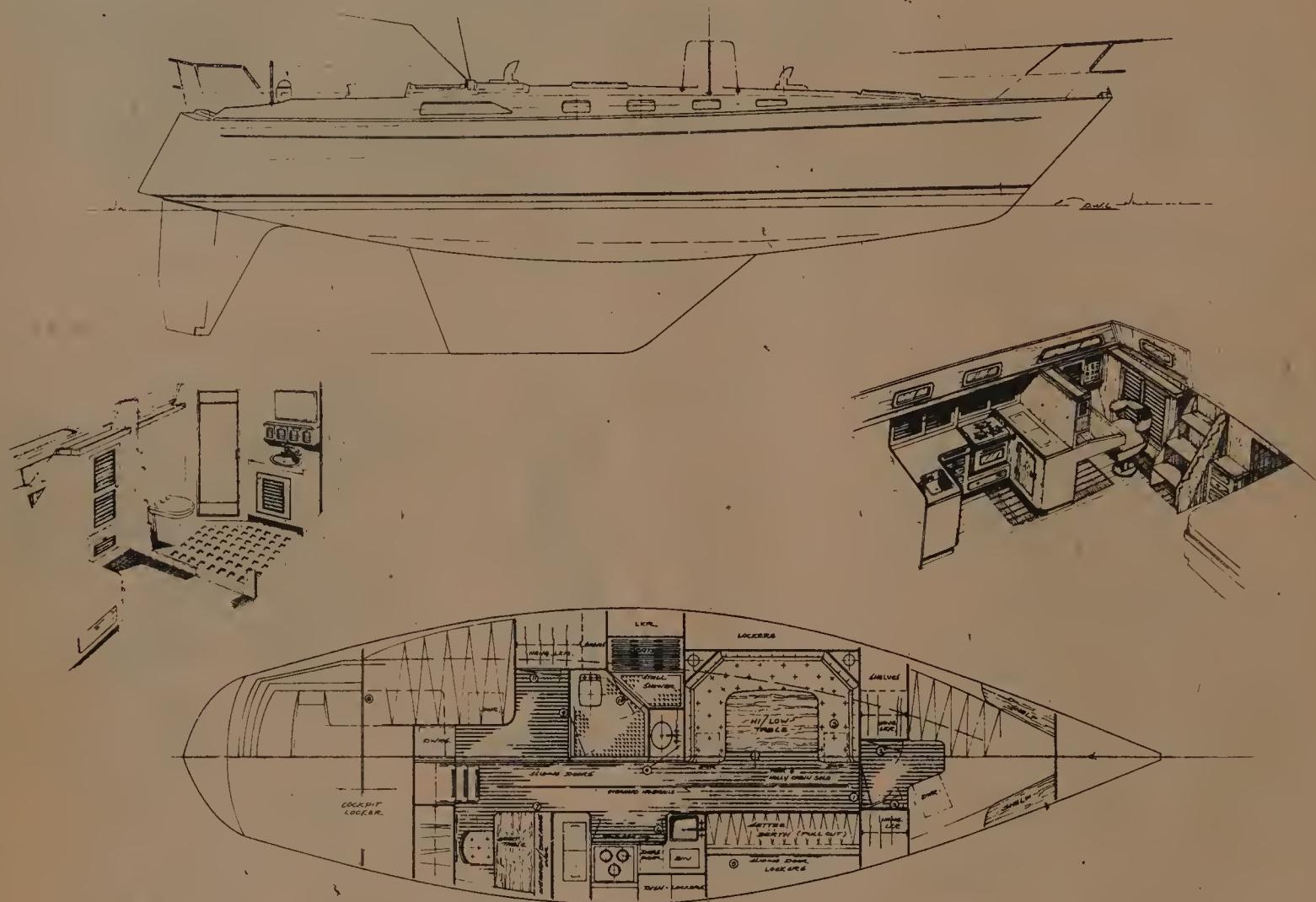
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# THE GOLDEN WAVE 42

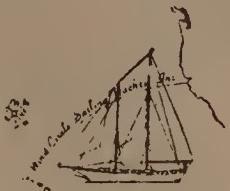
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# LETTERS

Perhaps I should point out that just about 50% of the membership of the Power Squadron is made up of sailors, and that our interest is not confined to power boats, by any means.

As a sailor, I can only say that I really would like all boaters to know and obey the rules of the road, and to handle their boats in an intelligent and considerate manner. Any help you can give in spreading the word about the availability of classes in the bay area this fall will be greatly appreciated. It's in the best interest of all of us.

Stuart L. Fletcher  
Public Relations Officer  
Oakland Power Squadron

*Stuart — We published the schedule of the classes in the Sightings section.*

## □ MORE FROM CRUSADER

I can appreciate your comments as to *Crusader* and her start . . . which was truly not too becoming of such a fine boat. I am certainly not used to tides, like at San Francisco, so had to feel my way along to not go over the line early in the start and then some local knowledge told me to go to either side after the Golden Gate Bridge to avoid the tides in the middle . . . and I picked the so-called wind hole at Baker Beach! Obviously wrong side!!!

Also, I can appreciate your comments as to being "cavalier" at the start etc. but for those who do know me . . . I am certainly not indifferent to any race and was enthused to be racing vs. *Merlin* and after the Singlehanded TransPac Record. I was not enthused to have no competition like Randy Parker's *Chash Mer* and was absolutely not enthused to not being in the '80 OSTAR which *Crusader* was designed for and which I feel, based on the results, *Crusader* could have easily won. We just could not get over there due to lack of monies etc. BUT I AM MOST PROUD OF THE NEW TRANS-PAC RECORD and will be looking forward to seeing what & whom will be trying to beat it.

Please, if at all possible, send me one 11"x14" photo of the *Crusader* jumping out of the water (page 57) and two 8"x10" photos as many of my good friends would like some. I will forward the monies as soon as I receive them.

One last comment, yes I did have a lot of smiles seeing the Moore 24's going faster than *Crusader* about one mile out. The waves, head on, hit the bigger boat and managed to stop her . . . but the smaller Moore's just bobbed right over them. Somehow, I just knew that I would get by them . . . eventually!

Mike Kane  
Newport Beach

*Mike — We think there's a big lesson to be learned here on local knowledge. The last place you wanted to be at the start was either side, you wanted to be in the middle with the fabulous flood. Second opinions are often helpful when dealing with doctors and lawyers and certainly folks who claim 'local knowledge'.*

## □ I JUST GIVE THANKS . . .

Just got the August issue. I read it between inquiries about sanitation and Loran systems; I work in a marine hardware store. I must admit that I'm impressed with your growth, and more power to you. But now my reason for writing.

While glancing through your Letters section, I came across a letter by a Mr. Hal Yard. I was mad as hell! I have been sailing on S.F. bay

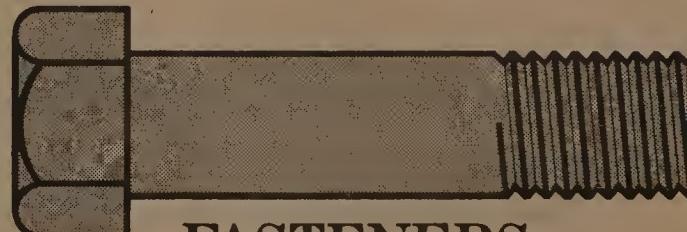


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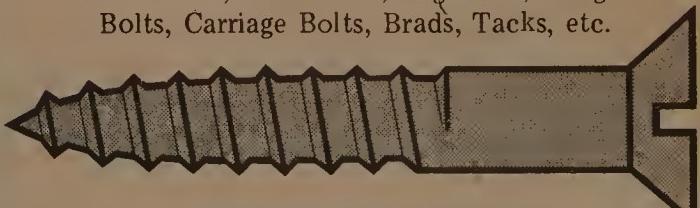


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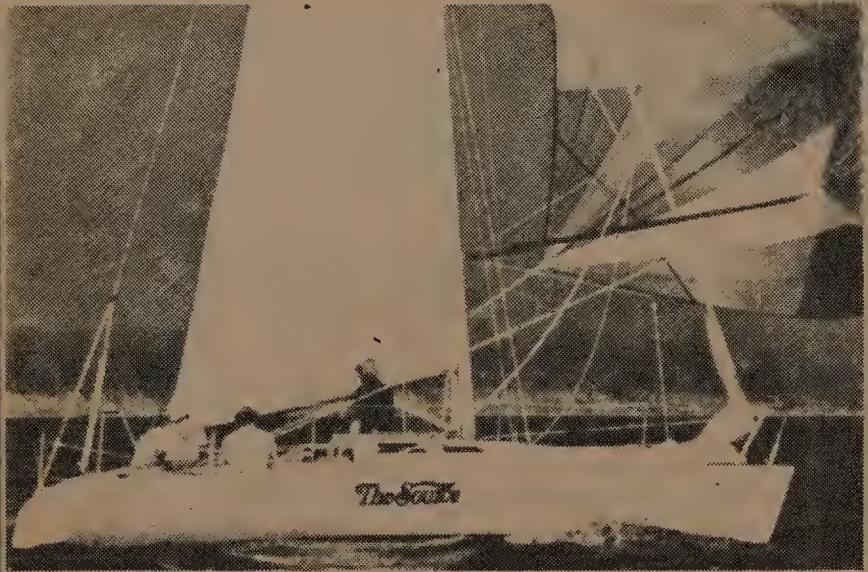
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1979 27' Balboa, trailerable.....	17,500
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# LETTERS

for all of my 20 years and feel that it is the world's best training ground for sailors. It's not all 25K winds and 2' chop. Just try sailing from Coyote Point to Sausalito in 40K winds, 6' chop, with a heavy flood tide, and try to tell me that you haven't had quite an experience.

I've sailed between S.F. and San Diego at least 3 times, cruised to Mexico and Hawaii, sailed Puget Sound, and even putted around the Delta a few times. I agree, those little excursions around Point Sur or into Coho at 2 a.m. can be a little tiring on the body, and I must admit that a week of gale force winds and 30' seas in the Pacific can be quite hairy as well, but I've never been more fatigued than I was after once tacking 6 hours up from the south bay. I just give thanks for the opportunity to live in Sausalito. From there I can get to the thick of it in 15 minutes.

Erik Christiansen  
Pelican Yacht Harbor  
Sausalito

## IT'S A MYSTERY TO US

Please renew my Subscription in October (only the name has changed.)

I still haven't figured out the charm of your mag. I don't live in the bay, we don't sail big boats, never cruise, yet we both read *Latitude 38* cover to cover while I skip over a lot of stuff in the "slicks" like *Sail*, *Yacht/Racing Cruising*, and especially *YACHTING??*

Whatever you're doing, it must be right and keep it up! We feel like a part of the bay sailing scene without ever going down there.

Please don't use foul language for "shock" effect, but neither should you ever cow to the "goodie two shoes" who are offended! There is always the incinerator at their disposal if they don't like "salty" language.

Ken, Ken's Sailing School  
Redding

## CONTINUITY

I'm enclosing my check for \$20 for a one year subscription, not because I need First Class delivery but because I think you have a First Class Magazine and I want to see its continuation as such.

Jeffrey Nolting  
San Francisco

Jeffrey — We'll do our best to justify your investment.

## ISN'T LIFE GRAND!

After spending a delightful few hours reading the August issue, I finally got to the "Letters" section and felt compelled to respond to the "four letter word" letter signed by 'name withheld by request'.

I've been racing YRA for over 10 years and recently attempted the S.F. to Kauai Crewed Race in my Islander 30MKII Accent. During the many races I've participated in there have been more than one occasion (knock down, accidentally jibed, blown sails, etc.) that somehow "gee whiz" or "golly, what a drag" hardly seemed adequate in expressing how we felt.

Three days out on our way to Kauai, we were going like hell under a double reefed main and a 110. It was 0200 and my turn at watch. Toni Garnett (our only woman crewmember and also one of the best) was at the helm. As I poked my head out of the head and started to grope my way aft, I saw 12 to 14 foot seas, wind 25 to 30, and phosphorescences (sp) streaking down the headsail and making a

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# LETTERS

"Times Square" off the stern. As I finally made it into the cockpit and watched the knot meter go off the scale as we surfed down a huge sea, Toni turned to me and yelled "-----, isn't life grand!"

It said it all.

Steve Kyle  
Sonoma

P.S. — I'm tired of spending more \$ on gas to look for *Latitude 38* than it would cost for you to send it to me, so here it is.

## □ GLOM A 38

In May I sent you a check and a subscription form and haven't heard from you. If you can, please start with the August issue. Everyone at Marin Marine knows I only go there to glom a 38 and spec out Karen. Also, if you have any calendars left I'd like one.

Jim Gallagher  
Larkspur

Jim — It takes about 6 weeks for a subscription to kick in. If you get nothing by then, notify us. No calendars.

## □ SANTA CRUZ PLUG

Please enter my subscription to *Latitude 38*. Although there is obviously no information in it pertinent to my area, it's a great magazine and a good way to keep up on what's happening.

After growing up on the Monterey Bay, I didn't begin sailing until a year ago, but I intend to make up for lost time.

As you might imagine, sailing in southern, non-coastal Oregon is substantially less satisfying than it is in your area.

We just spent 10 days on our Reinell 22 at Santa Cruz, Monterey and the surrounding area. I might say that the facilities at Santa Cruz are absolutely great. In addition, the people, including shop personnel, fellow boaters, and especially harbor officials were super — and all this hospitality during the anchovy mess, too. Santa Cruz Yacht Harbor deserves a nice plug.

Dick Standridge  
Medford, OR

## □ COMPLAINT

I'm really quite tired of reading about how strong or weak your language is. Every issue it's the same old letters about how four letter words effect your image. I am ambivalent and think that it is enough for you to read those letters without making us read them also. It's your magazine, and I don't think that your subscription or advertising rate is exactly diminishing. The only four letter word I object to is 'cute' and that's what this issue has become. So can the crap and get back to boats.

Eric Strayer  
Santa Cruz

P.S. — My eleven year old son drew a series of pictures describing his interpretation of the event. His name is Donovan Strayer. I think he draws as well as Urbanczyk.

Eric — We're sure Donovan isn't that poor an artist, and by the way, we would have been honored to publish one of his illustrations of the Santa Cruz anchovy festival.

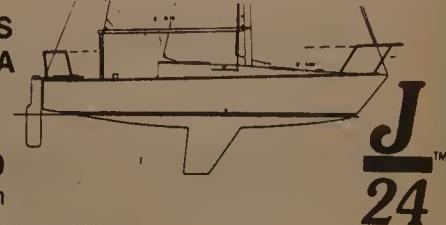


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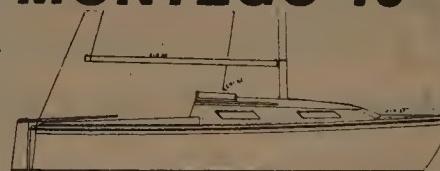
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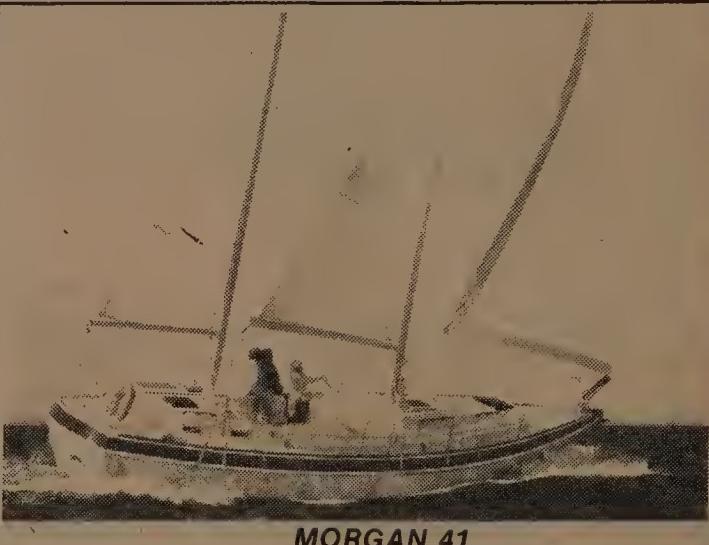
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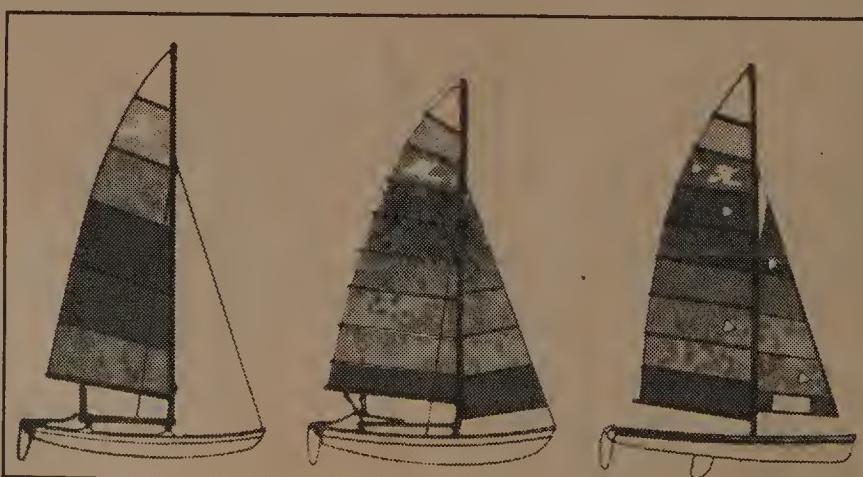
Ranger 23  
Yankee Dolphin 24  
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Ericson 29  
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Ranger 30  
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Ranger 33  
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# LETTERS

## RANDOM NOTES

This is a somewhat random letter inspired in part by your last issue. (Very good, incidentally, and getting better all the time.)

First, after a search of some years in duration I have acquired a somewhat elderly Dragon class sloop. For those of your readers who are not up on such vessels, the Dragon was the Olympic three-man keelboat from 1948 to 1972, is 8.9 meter LOA, 1.968 meter BMAX with 20 square meter of sail area. There are some 8,000 in the class worldwide, mostly in Europe. They are still actively raced in most of the rest of the U.S. The vessels are, despite the age of the basic design, still one of the most sophisticated and exciting keelboats around (like the Star). I am looking for other people interested in the class or trying to sell a boat. Maybe we can revive the class on the bay and show those "Jay two fours" what a real high performance one-design is. Incidentally, a Dragon is relatively easy to spot — they make Knarrs look beamy and high.

In regards to the sailing fishboat in your August issue: Someone contemplating becoming a commercial fisherman should first consult an expert in the field and do some reading in the field. There are some local naval architects who work in this field — Norgaard & Clark, Van Harteg, Alan Winkley, MGA, and some others — who consult as regards vessel choice and so on. Fishboats usually have to be specifically designed for a given fishery and gear type as well. Fiberglass is not universally accepted for fishboats, by the way, the first cost and maintenance is often prohibitive compared to wood or steel. Finally, a vessel of that size and capacity had better be well under \$100,000 to be a paying proposition.

Regarding R. Jones' letter on payments — I assume he wishes to be the payee, ("... how cheerfully we consign ourselves to perdition!" — Melville) but the payor should be aware that he becomes subject to the Jones Act upon so paying and may reap vast grief in Admiralty court if someone is injured. Basically, a seaman, if injured in the course of his duty is entitled to large damage payments without the owner being held negligent. On the other hand, accepting payment from a crewman makes him a "passenger for hire" and entitles him to special protection again, though of a different sort. It may also invalidate your insurance. Best bet is not to have anything of value change hands.

On multi-hulls, having established my credentials as a narrow lead mine owner, (actually, an iron mine) I would like to defend trimarans and so forth. Multi-hulls are a perfectly reasonable way of building boats as long as they are carefully done. Specifically, the righting energy has to be carefully examined against wind heel energy using established criteria such as the Coast Guard NAVIC on sailing vessels or perhaps the various rules for oil rigs (which have similar stability characteristics). It is worth noting that very few vessels are self-righting through 180 degrees roll like sailing yachts and most have sailed the world with reasonable levels of risk. Also, the loads and consequently structural performance required of multi-hulls set a severe standard of strength. Designing a safe multi-hull requires sophisticated design and construction techniques. (I would be tempted to make heavy use of dynamic finite element computer analysis. As long as we are spending money, a non-linear time step analysis of motions in extreme waves would be nice . . . maybe some graduate student at UC would . . . and some wave tank testing . . .) Speaking seriously, though, multi-hulls suffer from the same difficulties that other yachts do as far as lack of quality design and construction, but you can get away with it in keelboats. This problem was probably worsened by the perception of tris as "cheap" boats to build in the

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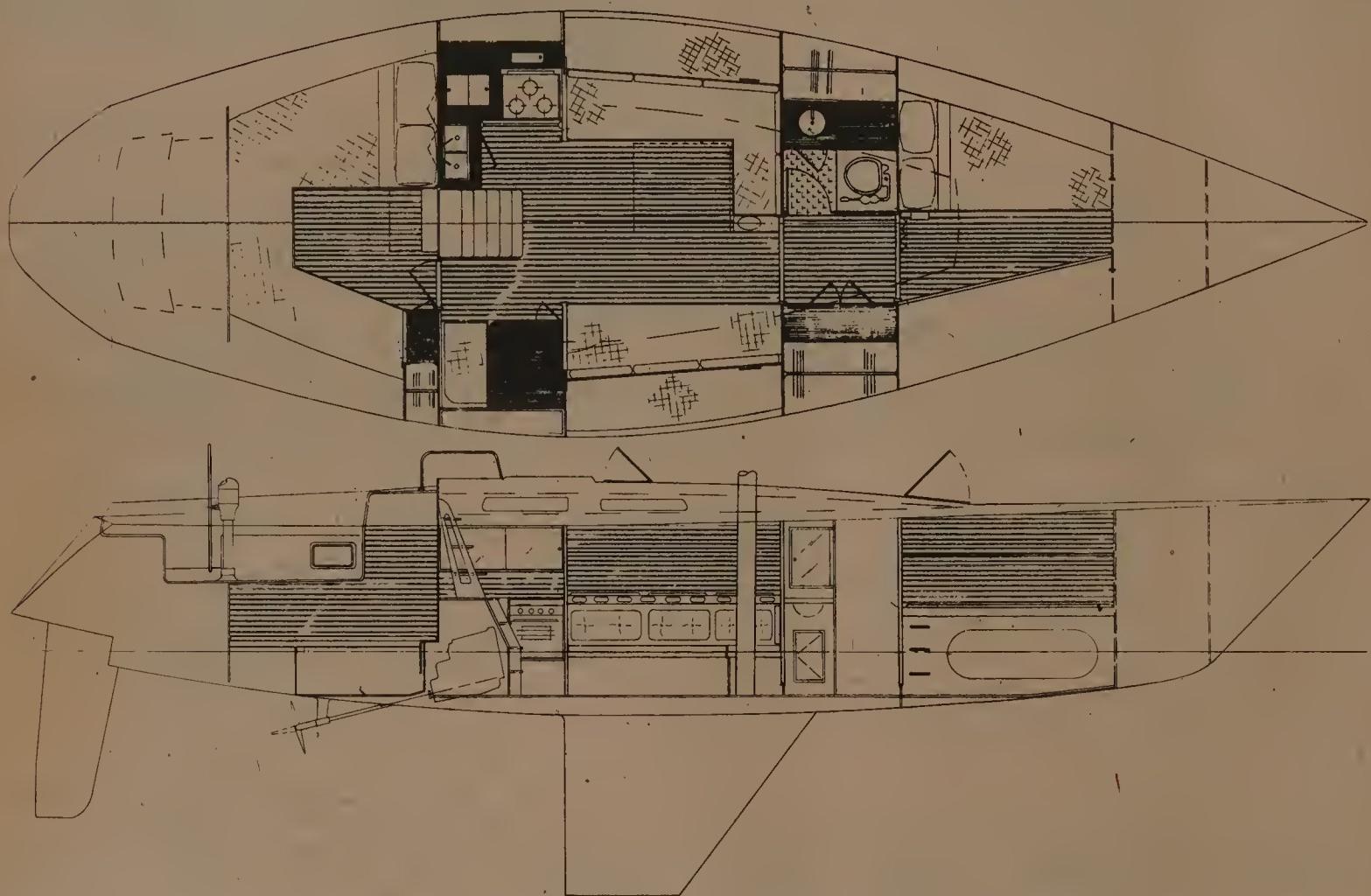
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4 Boats Committed to 1981 SORC



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# LETTERS

backyard, but this phenomena has been replaced by ferrocement and this seem to be getting better.

Again, keep up the good work and I will continue to look forward to your rag almost as much as the fishin' paper and RottenBoat.

Christopher D. Barry  
San Francisco

Christopher called later to say the Van Harteg goes under the name of Holland Marine and MGA is actually Morris Guralnick Associates — both in San Francisco.

Mr. Barry also enclosed a cost analysis of fishing with a 40-ft. boat that he found in Fisherman's Business Guide, published by Smith International Marine in 1975 at Camden, Maine, and written by Frederick J. Smith.

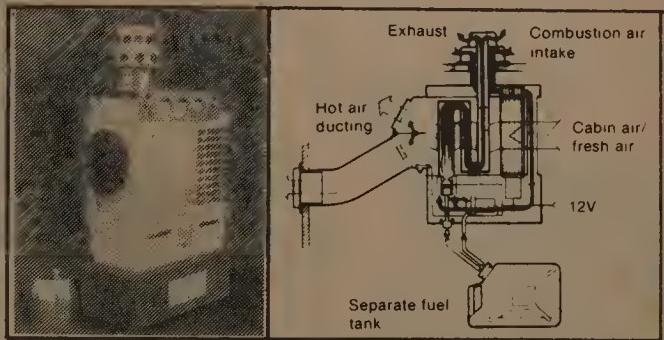
We had planned to publish this cost-analysis in this month's Sightings, but just discovered there isn't an inch of space left. We'll print it next month, kinda gives you something to look forward to.

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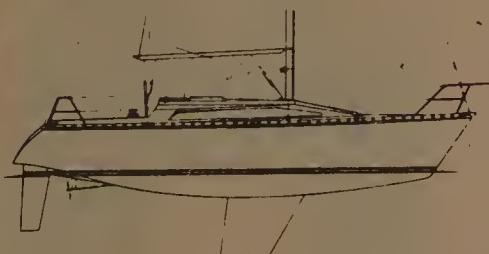


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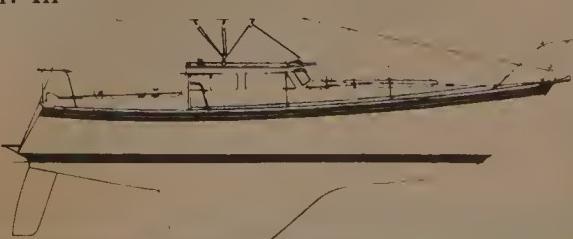
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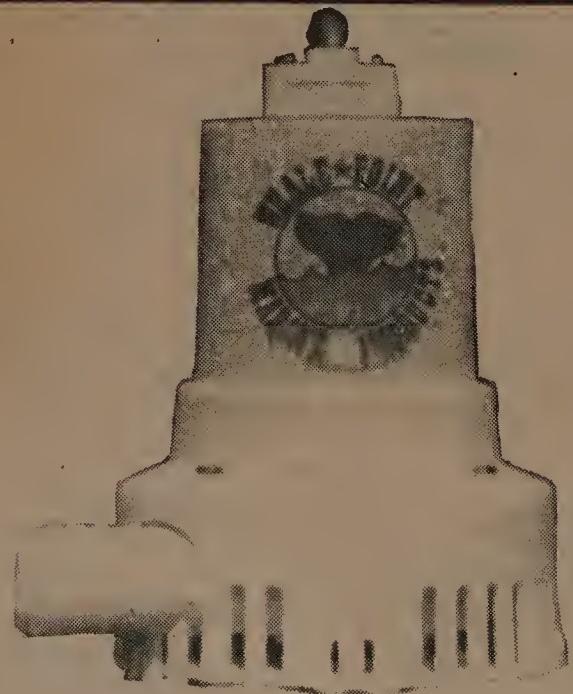
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# LOOSE LIPS

The other night we were reading the 'Police Report' in the *Marin Scope*, Sausalito's weekly newspaper, and got a bit depressed.

Sunday August 10. *Burglary from boat* — Occured at foot of Harbor. Victim goes to use boat and discovers cabin lock broken, communications equipment missing. Loss: \$887.

Another entry on the same day.

*Theft of boat* — Occured at foot of Harbor. Unknown suspect unites small boat and removes from harbor while victim occupies adjoining vessel. Taken: 9 ft. Zodiac inflatable boat, grey in color. Loss: \$2500.

It wasn't all the way until Thursday, August 14 that yet another theft occurred at the foot of Harbor Drive in Sausalito.

*Burglary from boat* — Occured at foot of Harbor Dr. Unknown suspect entered locked boat by forcing rear hatch and removes two main sails and one jib. Loss: \$900.

Geez! Radios, inflatables, and sails — it sounds like someone is outfitting to go cruising. These thefts, totaling about \$4,300 in just a week, all occurred at the foot of Harbor Drive at Clipper Yacht Harbor, which is a nice place — in fact, we keep our boat there.

With the rate of thefts this high and high insurance deductibles, you'd do well to have all your valuables marked under the Operation Identification programs offered by most Police Departments. It might also pay to be a little bit nosy. If you see someone unfamiliar wandering around a neighbor's boat you might make them aware that you're watching. It's not like anybody has to be a Nazi, but just a little effort may dramatically reduce the incidents of thievery.

Last month in Sightings we ran a photo of Ron Holland indicating that he is now designing a series of new boats for Ericson Yachts of south California. It turns out that wasn't the half of his production boat design obligations. In this very issue of *Latitude 38* you'll find a full page ad for a new Cal 9.2 designed by — who else — Ron Holland. And now we've also heard that he's got an exclusive contract with CT Yachts of Taiwan to do cruising boats over 40-ft. A Holland-designed Taiwan-built cruising boat . . . gives you images of a heavy displacement *Imp* with a bowsprit and teak decks . . . but we're pretty confident that's not what they have in mind.

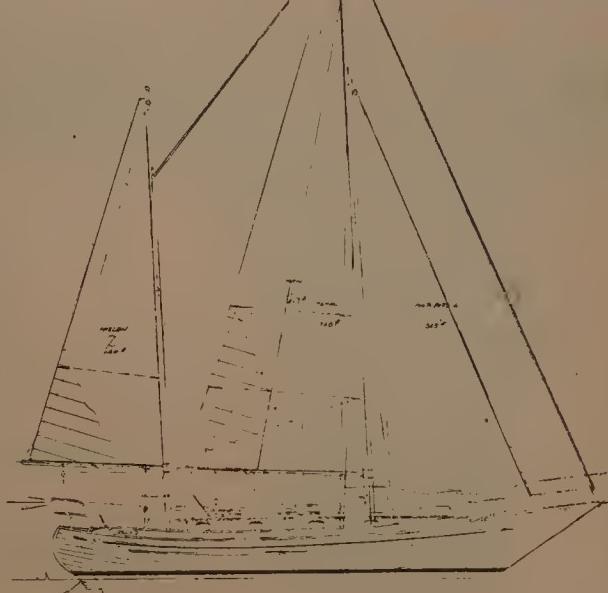
And while we're talking about Ron Holland, it turns out he's not going to be able to make the San Francisco In-The-Water Boat Show this month, but they're working on getting him for the Spring.

In a reflective moment — perhaps after you've been drinking too much — you start to wonder about the 'why's' and 'who's' of life. Why is the earth round, why don't lemon pies have any lemons in them? Who was the 14th Mayor of Cleveland? Who tabulates all the YRA race results?

Now we don't know much about nothin', but we do know the answer to that last question. That would be the talented, illustrious, industrious, and ever-so competent Kitty James. The self-same Kitty James who for the last three years has rendered quick and accurate results to the owner of each and every boat in YRA competition. The very same Kitty James who has rendered order out of what had been chaos — to the absolute delight of sailors from Vallejo to San Jose.

You've got to marvel at the sacrifices she's made. In the three years she's been on the job she's had almost no time to go sailing or race in the ocean (her favorite), the call of responsibility being so strong.

# TAYANA 37'



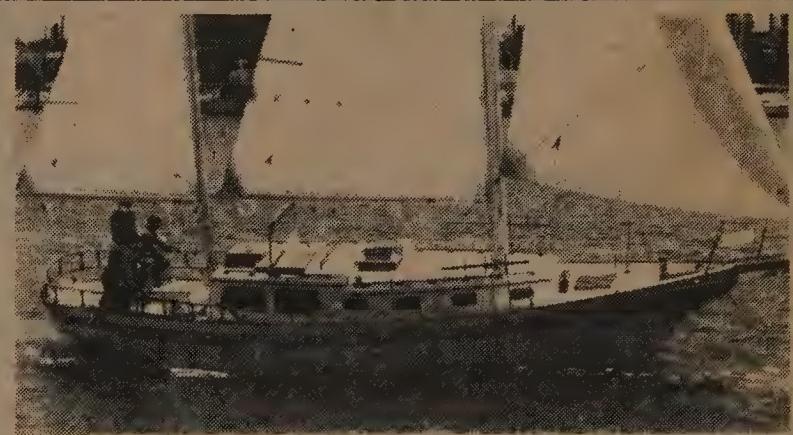
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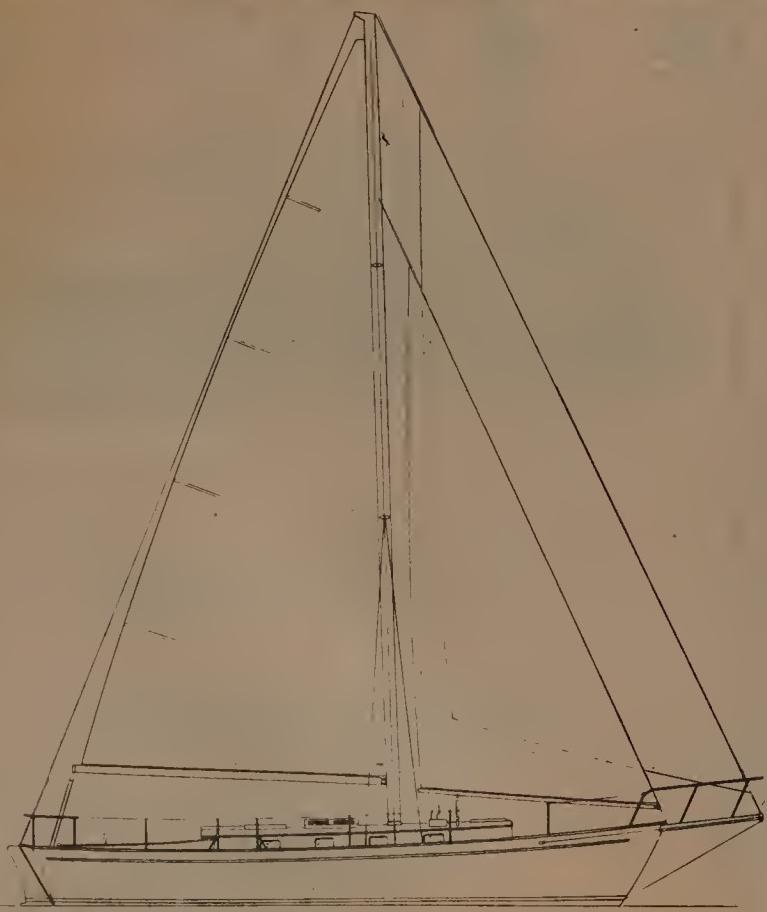
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LWL .....	31'5"	Displacement ..	22,500#
Beam .....	10'5"	Sail Area .....	.841

Boat on display at the show is equipped with Volvo 35 hp diesel, 3-blade Hyde feathering propeller, 115v or engine driven refrigeration system with holdover plates, Luke Heritage stove, Paul Luke Soapstone fireplace, (9) Lewmar self-tailing winches, Edson rack & pinion steering, and fully gimballed teak table.

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# LOOSE LIPS

But alas, the lure of sailing has become too powerful and as of December of this year Kitty hopes to be employed elsewhere which will thus allow her to sail on weekends. This is where you folks come in. Kitty is looking for a job, either in administrative work or public relations, employment some of you captains of industry might have to offer. You know her skills are immense, her talents immeasurable, and her list of references thicker than the San Francisco phone book. So why not keep her in mind, you know where to reach her.

Better late than never. There are so many small boat races going on that we just can't keep track of them. And since we don't sail them frequently, usually they get the short end of the stick in *Latitude 38*. However, when we got the last USYRU Newsletter and saw that northern Californians John Bertrand and Ron Anderson had made the U.S. Olympic team, we figured we'd better make amends by at least mentioning it. The competition for the team may not have been quite as competitive as it would have had they been going to Russia, but most of the best talent did compete. John Bertrand won the Finn class, and Ron Anderson was crew for helmsman Bill Buchan in the Stars. Incidentally both Bertrand and Anderson had won the Worlds previously in their respective classes, something that is often more difficult than the Olympics.

Diane Beeston in *Playboy*? Could be. The other day we were over at her house and she told us that the Australian editors of *Playboy* magazine had called her in a great state of agitation, wanting to know if she had any color photos of the Australian 18, Color 7 during the Aussis 18 World Cup. Of course she did, and mailed them Down Under much to their delight.

For those of you who have always been baffled by the Australian psyche, this may shed some light. Not only do they have their seasons all screwy and their toilet water orbits down the drain in the wrong direction, but they don't have sense enough to know that women, not sailboats, belong in centerfolds.

If you think you've had troubles with stink pots, wait till you hear this. Barbara and Frank Riffle keep their Westsail 32 *Passat* ("Tradewinds" in French) up at Glen Cove. They took a little trip up the Sacramento River and anchored for a little peace and quiet at Horseshoe Bend on Three Mile Slough. Long about 1:30 in the morning a powerboat came roaring along at 25 mph, and rammed them near the stern. Not only did the collision hole the boat and cause \$10,000 worth of damage, but it woke them up. The reckless powerboater wailed "Call the Coast Guard, we're sinking!" to which Frank directed them to a nearby beach.

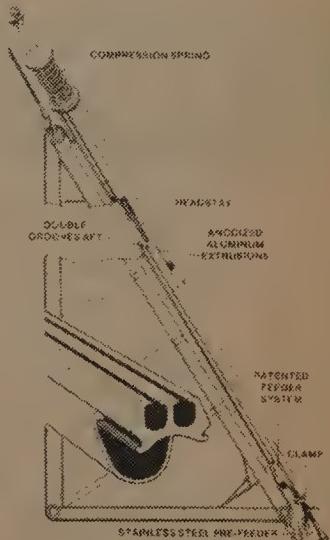
We wish we could offer advice to you as to how to prevent something like this from happening to you. All we can come up with is the suggestion that everytime you see the keys to a powerboat, slip them in your pocket and disappear.

A number of months back we reported that Islander Yachts parent company, Mission Marine, had filed for bankruptcy, even though Islander itself had been doing quite well. The other day we received what looked like a wedding invitation, but was actually an announcement by Islander that they had been acquired by Fuqua Industries, Inc., as of August 14, and are puffing ahead at full steam. Tally ho!

There is however a particularly comical note to this story. We'll reprint an item from the August 26, 1980 *Wall Street Journal* and see if you can't find it.

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**SPECIFICATIONS**

LOA .....	36'
LWL .....	32'
Beam .....	11'4"
Draft .....	5'6"
Displ. ....	19,200 lbs.
Sail Area...	711 sq. ft.

# SAN JUAN 34

Come See Us at the  
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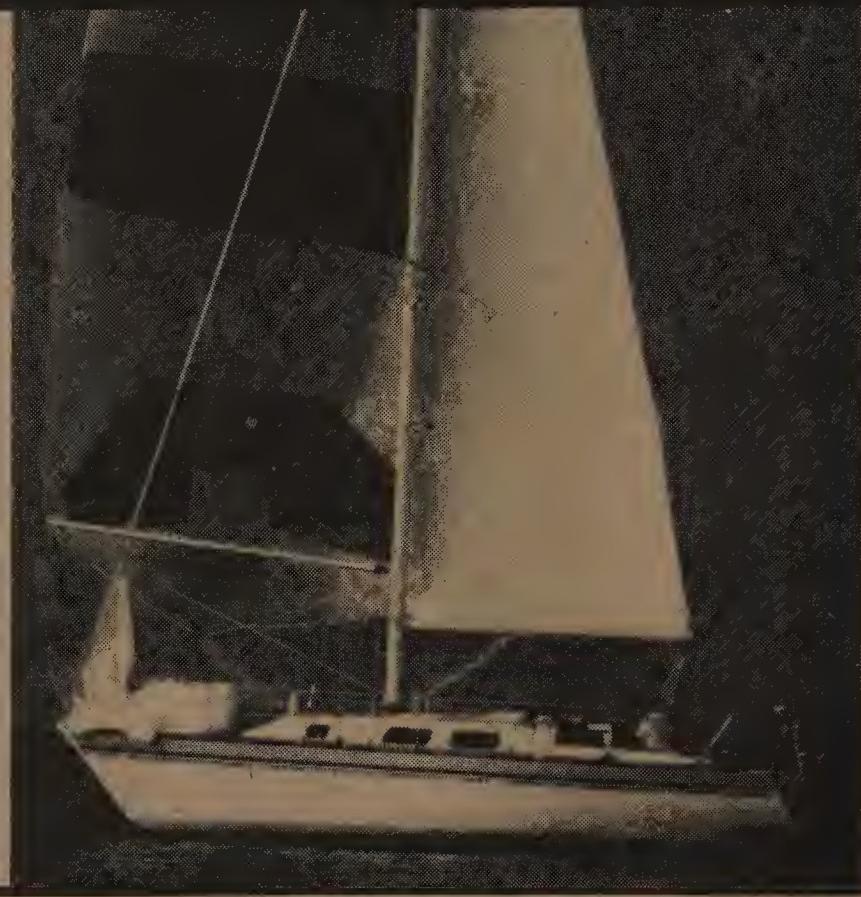
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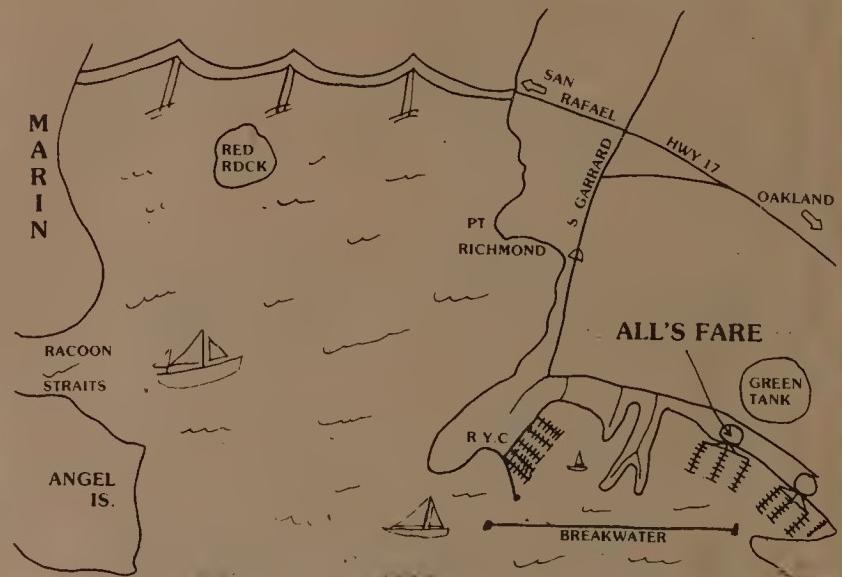


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# LOOSE LIPS

"Corporate strategists expand their clout at many companies.

"More concerns give wider responsibilities to chief planners, who once worked on specific tasks. Many strategists look broadly at what markets their company is in and where they are headed, says Johnson, Smith & Knisely, a research firm. The job pays more too. A client of Russell Reynolds, a recruiter, offers a \$150,000 salary and a vp title for a planner; five years ago the same firm paid \$60,000 without the title.

"Samuel Norwood, Fuqua Industries top planner, helps chart the concern's future by examining market shares, the capital needed to enter a market and competition in different fields. He recommended that the Atlanta conglomerates get out of the pleasure boat business because it was a money loser. The firm withdrew."

Makes you wonder if Norwood is still with Fuqua, doesn't it?

August hasn't exactly been the best month for northern California boats staying afloat. To our knowledge there were three of them that either went to the bottom, or came awful close. Sue Rowley gave us this first report on *Soufriere* returning from the Kauai TransPac:

One of the entries in the Kauai TransPac was lost on her return trip to San Francisco, but the five-person crew was rescued. *Soufriere*, a Cal 3-30 sunk 670 miles west of San Francisco on August 23, according to a Coast Guard spokesman. An American airlines pilot enroute to Honolulu picked up the distress signal from *Soufriere*'s EPIRB, an Air Force aircraft verified the signal and provided coordinates, and the Coast Guard, with the help of their Washington-based computer, pinpointed the location of the distressed boat.

The ocean-going tugboat, *Stalwart*, from Puget Sound, was dispatched and Wally Wallace of Oahu, and Richmond residents Lisa and Kent Rogers, and Chris Nash, son of well-known local sailor Jocelyn Nash, were picked up. The Coast Guard reported that the mast had "twisted, working it's way through the hull". With the tug on the scene, attempts were made to save the yacht, but it began to break up and then sank. The tugboat was due to reach Honolulu on the 30th of August. *Soufriere*, owned by Richmond YC's John Tysell Jr., had finished second in Division V of the Kauai Race. — Sue Rowley.

We'll try and get details for you on this mishap in the next issue. We don't know how experienced the rest of the crew was, but Chris Nash has delivered boats back from Hawaii before and knows what he's doing. It will be interesting to see exactly what happened. Glad to hear they are allright.

Another bay area boat sunk later that same week, this time off San Diego. Kelly Ames went sailing one evening and 5 miles offshore his boat, *Planet Earth*, began to leak badly. He attempted to call for assistance, but stepped into a wet bilge while holding the microphone and shorted out the radio. In 20 minutes the boat had gone to the bottom and Ames began swimming for shore in a lifejacket.

Not much of a swimmer, Ames would periodically stop, and start again, but was not making much progress against the current. After 7 hours he had drifted way south and was in danger of going past Point Loma, which would have put him well out to sea. The muscles in his legs useless from cramps, he screamed for help and was miraculously heard by someone sleeping in their car on the cliff. It was 2:00 in the morning.

CONTINUED ON PAGE 113



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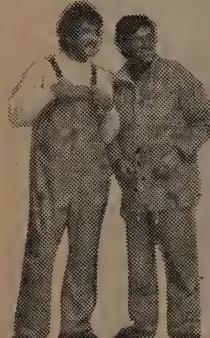
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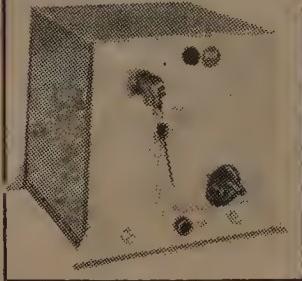
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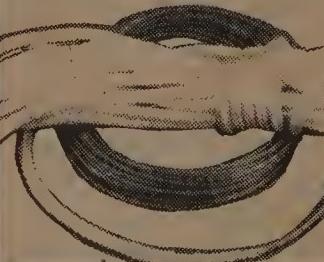
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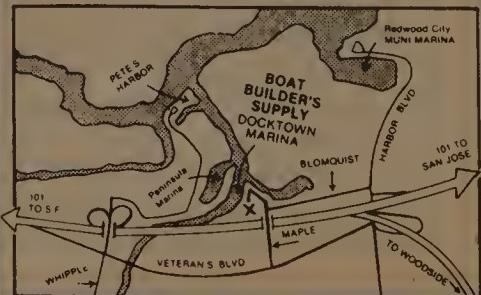
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714-6060	7/32" x 60'	7/16" x 60'	153.90	125.95



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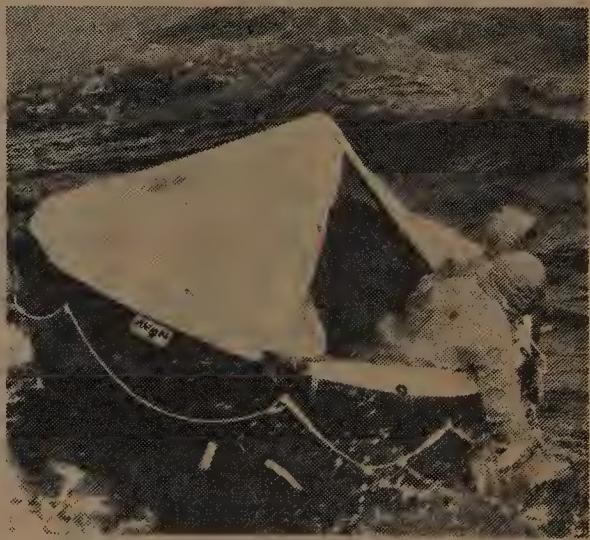
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# CHANGES IN LATITUDES

What's Mexico's attitude toward gringo yachtsmen? As folks make their final preparations for a winter cruise to Mexico we get asked this question more and more frequently.

The word that has drifted up to us from last year's cruising class was that everything seemed to be in pretty good shape. There has been initial confusion and concern when import permits for boats were suddenly required on Baja as they always had been on the mainland. It was rumored, however, to have been triggered by the boundless arrogance of an American with a Grand Banks who assumed the world was his kingdom. Other than having to sail in the wake of a few ugly Americans and having to sometimes taxi all over to clear in and out, relations seemed to be excellent.

Certainly in the past there had been more problems with bribes, and sometimes drunken fishermen had been known to intimidate and even ram yachts. And while you can never be sure things like that won't ever happen, they seem to be on the rapid decline. Part of the reason seems to be the attitude of the Mexican government, which makes no bones about the fact that they are eager for you to visit Baja.

In July the Sea of Cortez International Yacht Club hosted a "Baja Boating Promotional Party" on the Queen Mary in Long Beach. At the meeting several hundred members of the Southern California Maritime Association were told that California, Arizona, and Mexico formed an "international area", and that San Felipe on the Sea of Cortez would be the key to the development of the 'Mexican Mediterranean' in that area. That was not the evaluation of an everyday lackey, but Roberto de la Madrid who is Baja's Governor. Incidentally, de la Madrid, who is the Commodore of the Sea of Cortez YC, addressed the group in English! The lesson is when you're down there, you'd do best to address them in their native tongue — and that's not English.

Mexico's Minister of Tourism was also on hand and mentioned several specific examples of what Mexico was doing to lure the American yachtsman. First was the recent acquisition of a helicopter to be used in rescue missions, including those of sailors in need of assistance. He also indicated that his department was doing everything they could to insure that fuel would be available to Americans — and at economical Mexican prices. Finally he acknowledged that regular sportfishing licenses were not yet available, but temporary ones could be used and were being issued at no charge.

So it's pretty clear that the welcome mat is out for the gringo sailor. Make it your business that you and the yachties around you behave in such a way as to not wear out that welcome. We'd all appreciate it.

## MEXICAN REFLECTIONS

Of course it is easy to give advice on how things should or shouldn't be done when cruising to Mexico for the first time. But all too often it is just one person's opinion. So here are a few suggestions from six boats that spent the winter of 1979-80 in Mexican waters.

The easiest question, "What did you like best about Mexico?", was unanimously answered, "the weather." Once you are past Magdalena Bay, the weather turns for the better. For the next five

# CHANGES IN LATITUDES

months it will usually be warm, sometimes hot. Once in the tropics there will be little rain, but it only lasts for a day or two. You will also have some of the best sailing on the west coast. The run from Cabo San Lucas to the Mainland, about two hundred miles, took us thirty-six hours and we didn't have to turn the iron horse on once. Unfortunately, it's not always like that. If you are one of the boats that will have to make the return trip north in April or May, you may wonder why you went that far south in the first place. After awhile you will forget about the near gale, the thunderstorm and the time you got blown out of the anchorage. All the boats we talked to are ready to go again. For the most of us, it was the first trip south. For one it was the third, and for the *Southern Cross*, it was the seventh time back and forth. For those who are in the final staging for a Mexican cruise this fall, here is what we found south of the border.

## PORTS OF CALL:

There are many places to stop while in Mexico and everyone has their own idea which is the best. Most of the boats stopped for a week or more in Cabo San Lucas, La Paz, Mazatlan and Puerto Vallarta.

Cabo San Lucas is a very welcome sight after the long trip south and for a few boats, it's as far as they get. It's easy to settle in to the good life there because Cabo has a lot to offer. The only complaint we heard was that there were just too many boats. But if you like to socialize with other boaters, have potlucks on the beach, play volleyball in the sand, swim in clear waters and sportfish, it's a great place. Just don't anchor close to the Disco, the music goes on until three a.m.

The Cabo Network on VHF channel 68 broadcasts every morning and will answer inquiries and help you with any problems you or your boat have developed while coming down Baja. You should also secure the Temporary Import Permit for your boat here. Ask the Net for the latest information on this matter.

La Paz is also very nice. It is recommended that you have a good channel chart and don't take any short cuts. Many cruisers feel La Paz is the best place to provision, as it offers a wide selection of goods and features many American brands.

Mazatlan is a big city and the harbor isn't very clean but there is a lot to do and see here. Ask one of the other boats in the harbor for specific instructions on where to check in since the Immigration and Port Captain offices are pretty spread out. You can walk to town, but most boaters take the bus which can be caught above the sportfishing docks. The climb up to the lighthouse is quite a trek, but what a view! Don't forget to sign the log when you're up there. Mazatlan is also a good place to stock up on fresh fruits and vegetables available at the Principal Mercado downtown. Sometimes you can get free ice from the sportfishing docks early in the morning after the boats leave.

One of the major drawbacks we found in Mazatlan was the 600 peso fee (about \$26 U.S.) that was required to clear port. They collect it at Immigration when you check out. Make sure that you get a receipt. They claim the charge is to cover paperwork costs at all major Mexican ports, but so far Mazatlan is the only place that collects this fee. This could change, so keep that receipt if you stop there at all. Many boats opted to bypass the port to avoid the expense.

Puerto Vallarta was by far the most touristy city we stopped at and the one most disliked by the boats we surveyed. The objections were: too far from the harbor; dirty; crowded, unclean water for swimming; and most of all, very expensive. Even so, many boats found themselves spending weeks here because the city is so different from all the previous stops. There are several places to get a good



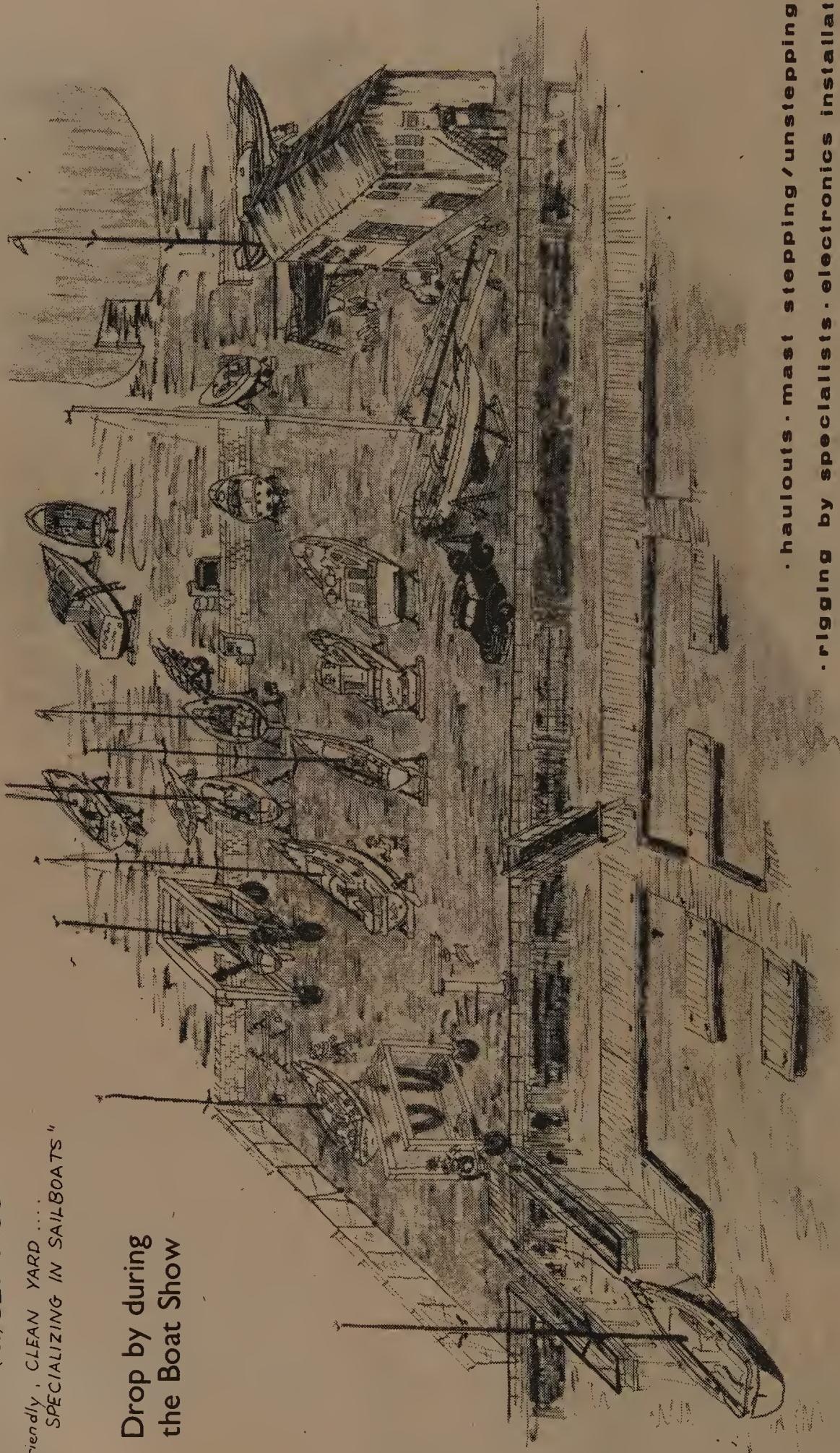
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# CHANGES IN LATITUDES

American meal here if you don't mind the cost. If you want to get away from it all for a few days, there is always La Cruz. This is a small fishing village with a good harbor that is a nice daysail north of Puerto Vallarta. To go south, there is also Yelapa, a bad anchorage to open weather and swells, but if you can hit it during a calm, it can be paradise. No cars, no crowds — right out of the South Pacific.

Other places like Isla Isabella, San Juanico, San Blas, and Las Hadas were high on the list as places to stop. Even Cedros Island was mentioned more than once as a good place to spend a couple of days when coming down Baja, as long as weather permits. Of course, there are many more places that could be listed, like Chacala and Matenchen Bay, but the only way to find your favorite spot is to visit them all. Everyone agreed that the six months went by much too fast.

## TRADING:

There are many items that you can bring for trading purposes in Mexico. *Playboy* magazines are always welcome, but mostly in the small fishing villages. Canned foods, particularly meats, tuna, and fruit were also very good. Some boats gave away old clothes, fishing gear and 22-rifle shells. A good trade for us was two *Playboys* and three cans of tuna for eight pounds of lobster. Our best trade was three packs of Lucky cigarettes and a bottle of hand lotion (for the wife) in return for eleven abalone, already shelled. It took us a while to understand that what we feel is trading for a good deal, is really an exchange of gifts for most of the Mexican village people. Once we were past Turtle Bay we didn't have any "beggar boats". Unfortunately, the little kids who would row out to the boats years ago and ask for candy, have now grown to be young men that still expect a hand-out. The problem is that they aren't asking for candy any longer. Because of this, some boats had bad feelings about the place. At Cedros Village, where we spent several days, we were approached by three young boys who had been fishing and singing just outside the anchorage. When they came alongside, they asked for candy. We didn't have much, but we gave them the one bag of hard candy we had. One of the boys held up a fish and motioned if we would like it. We said yes and then we had to beg them to stop throwing fish into our cockpit. They were so happy to be able to give us something in return. We found most of Mexico to possess this giving attitude.

## PETS:

We were surprised to see so many pets aboard and such a variety too. Cats, dogs, birds, monkeys and sometimes a combination of one or more types. No one had any problems with pets that we talked to, except for barking dogs in a quiet anchorage. There seemed to be plenty of dog food in all the stores, both canned and dry. Cat food was extremely hard to find and cat litter was nonexistent. We only stocked three months of cat food aboard and lucky for us, our cat liked fresh fish, lobster and abalone. Who wouldn't? The only place we found cat food was in one market in Puerto Vallarta at double the American price. Unable to find cat litter, we finally resorted to using sand. Sand can be a problem because of sand fleas. *Windigo*, a Buchan 37 from San Francisco with a crew of three plus a cat, said they were able to find cat food in La Paz. They also related that they would get sand from the beach, spray it with bug spray and hope for the best. As for the International Health Certificate, some boats had it, some didn't. We were never asked to show ours or even asked if we had a pet aboard. But we feel it's better to have it than not, particularly in case of an unexpected illness or trip ashore in search of a

# CHANGES IN LATITUDES

vet.

## BOATS:

A lot has been written on what kind of boat is best to go cruising in. But after seeing all the different kinds that spent six months or longer in Mexican waters, it's hard to pin down. The boats we talked to were from 25 to 44 feet in length and most had two or more aboard. There were a few singlehanders. *Snowflower*, a homemade 26 foot sloop with a crew of one and a big black Lab, had a very good trip until his autopilot gave up. He had to have a part flown into Mazatlan. The smallest boat was a 25 foot Cape Foulweather called *Stray*, out of Oakland. There were two aboard and they seemed to have a pleasant trip but often a rough and wet one. The boat held up great with no gear failures, but even with the dodger and spray cloths, it was hard to keep her dry. Their only complaint was that the boat was just too small for such an extended cruise. *Rhiannon*, a Peterson 44, with a crew of two, had plenty of room and the boat held up great. Their only problems were a fresh water pump that wouldn't work once in awhile and a salt water pump for the engine had to be repaired en route. For some, the trip back North caused major breakdowns. Engines were lost in great numbers. Other failures involved broken drive shafts, broken water pumps, electrical problems, and torn sails — sometimes past the point of being repaired. *Pamakani*, a 26 footer out of Berkeley, lost their engine near Turtle Bay and had a hard sail back to San Diego. To quote Larry Blank aboard his 28 foot boat, *Pilot*: "Winds NNW, 20 to 30 knots, sea lumpy and confused, swells to eight feet, three foot wind waves, no change tomorrow."

As you can see, it can be a rough trip uphill and without an engine, it's pure hell. *Naomi*, a Cape Caribe out of Seattle, took a knockdown right before they were to enter Turtle Bay, but luckily suffered minimal damage. Later on they had to slow down because of two engine mounts that tore loose. One powerboat had to be towed over 300 miles by the U.S. Coast Guard when they lost their engine. The Mexican Navy has proved to be a big help: one boat was saved when it dragged anchor and headout out to sea while the crew was ashore. The same thing often happened to dinghies and many were brought back by local fishermen. It's a good idea to use two lines when securing your dinghy or better yet, bring it aboard at night. If you have a motor on your dinghy, chain and lock up both. Our boat, *Long Time*, a Hunter 30 out of Stockton and now in Ventura, made a successful trip and except for not having any self-steering, one torn working jib, and a depth sounder that gave up the ghost, it was great. We would never make such a trip again without a windvane or autopilot, maybe both. Spare parts are also very important. Be sure to stock spare pumps, pump parts, electrical parts, bulbs and whatever else you think you have room for. A good collection of sails is a must: you should at least have more than one set. Most boats had light air sails, a working jib and a storm jib. When we ripped our working jib, we used our storm jib and a reefed mainsail for the last 400 miles to Ensenada. If you use a certain piece of gear often, you better have a spare. Bring plenty of charts and invest in one of the Baja Cruising Guides — they served everyone well. Many of the anchorages that you'll pass up in your haste going south you'll want to stop at when heading back north, particularly when seas and winds pick up. This is when you'll need all the help you can get. Bring plenty of anchor rode, chain, nylon or a combination of both. If you have to think about it, you don't have enough. You should also have at least four anchors, and make them big. You just may get blown out of an anchorage and lose two anchors along with the rode

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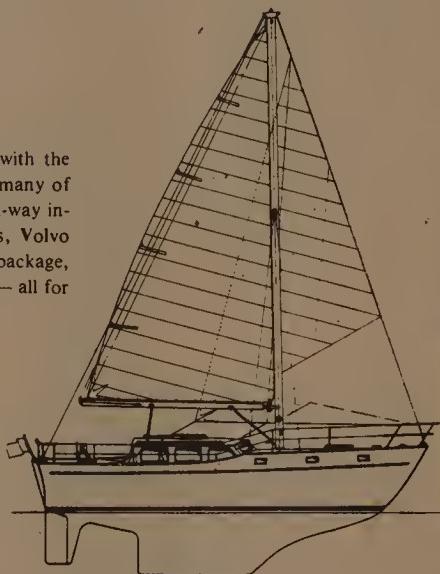
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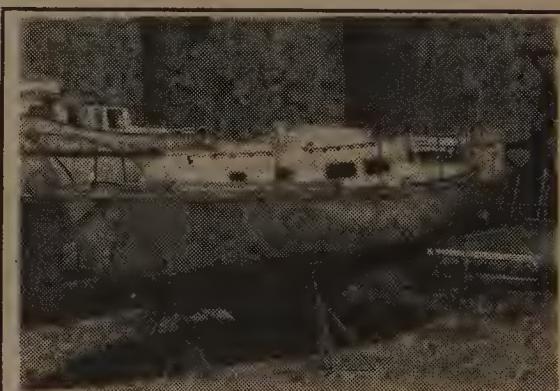
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## NEW O'DAY 34



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Performance cruising sloop. First of this new design will arrive mid-September and will be shown at our new Sales Facility. Built with many new features, and has New England Craftsmanship and Quality. Introductory price — \$44,500. f.o.b. Fall River, Mass.



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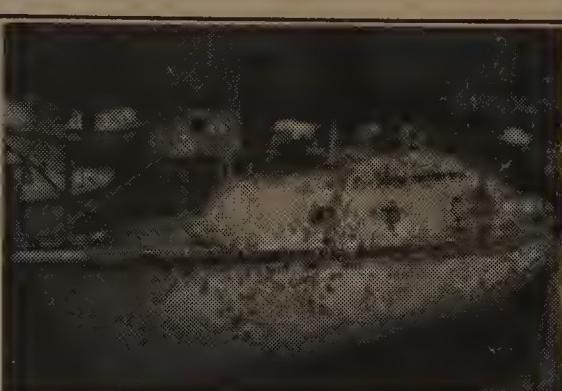


**O'DAY 28** — Sloop, 1980. MOVING SALE — 10% discount on this vessel if purchased before we move to our new sales facility. Includes sails, diesel auxiliary, winches, bottom paint, and more! This is a *very fast* performance cruiser with exceptional accommodations — Sail-a-way — under \$29,000.

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# CHANGES IN LATITUDES

to Davy Jones' Locker. The best advice is: Don't take this cruise for granted, or you may end up like some of the boats that were lost while coming north this past May. The last we heard, the count was seven lost this year. But don't let this intimidate you. If you have a well-made boat and don't get careless, you'll have done something not too many West Coast boaters get to experience.

I'm sure there are many things we all have forgotten to pass on to this years group, but we hope this will help and that you have a safe, enjoyable cruise.

- forrest billings

Those of you headed for Mexico this season may want to jot down the name 'Air-Evac', which is the name of a company just being formed to fly critically injured Americans back to the States from Mexico. Air-Evac is operated by Richard Williams of San Diego, and will have three planes available; a twin-engine Cessna, a twin-engine turbo jet, and a Citation jet. The smaller Cessna is good for shorter trips, particularly to areas where there are only dirt landing strips; the Citation on the other hand can get to Acapulco in just 4 hours, and will be used for the longer flights.

According to Williams the planes are virtual intensive care units and will be staffed with American doctors and nurses. It's uncertain how much it would cost to use the service, but it's meant for situations when cost is of secondary concern. Air-Evac does not yet have a number, but potential patients can call 1-714-420-1472. That number is a direct line to the emergency room at Bay General Hospital in Chula Vista, where patients would be taken.

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**Registration:** Early registration is requested, please use entry form below. Registration will also be accepted the morning of the race from 9:00 — 11:30 in front of the Rusty Pelican Restaurant.

**Entry Fee:** \$5.00 registration. A check must accompany the entry form.

First 150 boats to register will receive 2 Regatta T-shirts and 2 \$1.00 Rusty Pelican cocktail certificates.

**Starting Time:** First warning — 12:00 Noon!

**Trophies:** Trophies and two free dinners will be awarded to the top boat in each class. The Rusty Pelican-John Beery Perpetual Trophy will be awarded to the boat with the best elapse time.

**Regatta Activities:** Awards presentation Sunday after the race at 6:00 p.m. in the Rusty Pelican.

**Information:** Call (415) 865-2166 or (415) 523-8500.

Pick up your race sheet, course, instructions, T-Shirts the day of the race, September 21st, 9:00 — 11:30 a.m. in front of the Rusty Pelican. Coffee and donuts will be available.

---

### Regatta Entry Form

NAME: \_\_\_\_\_ CLASS: \_\_\_\_\_ SAIL NO.: \_\_\_\_\_  
STREET: \_\_\_\_\_ PHONE: (H) \_\_\_\_\_ (B) \_\_\_\_\_  
CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_  
BOAT TYPE: \_\_\_\_\_ LENGTH: \_\_\_\_\_

Mail this entry with check for \$5.00 payable to John Beery Company to:  
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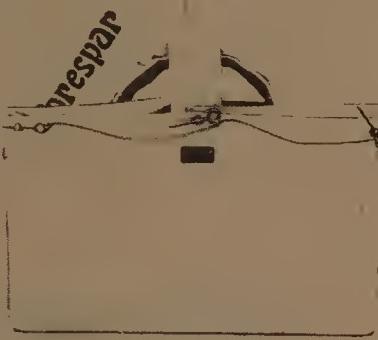
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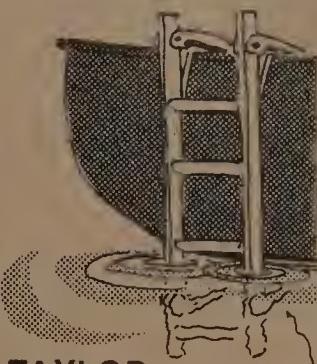
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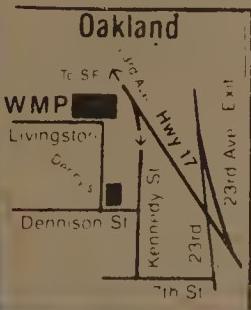
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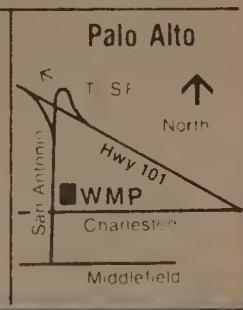
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# West Marine Products

# SIGHTINGS

## nautical science classes at college of alameda

Classes in marine skills are beginning again at the College of Alameda in mid-September with the opening of the 1980-81 academic year. Call the registrar's office at (415) 522-7221 for enrollment information.

For navigators the beginning course is Coastal Piloting. Two sections are available: Monday/Wednesday, 5:00-7:30 and Tuesday/Thursday, 7:00-9:30. This course should be taken before trying celestial navigation, but it is possible to do them concurrently.

Celestial Navigation I is also offered in two sections. One class meets on Monday, 7:30-10:30, the other on Wednesday, 7:30-10:30. The follow-up course, Celestial Navigation II, can be taken in the winter or spring quarters.

On Tuesday evenings a course dealing with weather is available. Meteorology for Mariners meets from 7:00-10:00. Its purpose is to help sailors become competent short-term forecasters at sea.

The fourth course, Seamanship, covers all the important aspects of boat handling, cruising, safety at sea, that are significant in sailing beyond the home port. Seamanship meets on Thursdays from 7:00-10:00 and includes two Saturday field trips on the water.

The College of Alameda is located at 555 Atlantic Avenue in Alameda.

## stinks

Santa Cruz Harbor stinks! Snug, sure; serene, a little; sublime, somewhat; smelly, yes! If its not shoaled in with a hazardous breaking surf its . . . anchovies. How about 400 tons of the slimy little things. They came in search of food, refuge, a place to hang out and be hip. And like so many other visitors, they never got around to leaving.

Unfortunately they used up all of the oxygen in the water in a very short time and all died. Perhaps they fell into that old Santa Cruz catagory of UTE (undesirable transient element) usually reserved for a species more resembling you and me.

400 tons of anchovies floating about your boat is one thing to see, but the smell is appalling. Fish oil, ammonia and hydrogen sulfide.

But now for the bad part. Their decomposition results in the presence of H<sub>2</sub>S in the water, which chemically changes most bottom paints rendering it ineffective, and it destroys chrome. This stuff would rise from the water in the morning mist and later in the day drizzle on ones topsides causing considerable damage. Needless to say, there is no underwater hull cleaning going on at the time of this writing.

In the first days of the great culinary crisis, as people were vainly trying to stem the tide of anchovies with hand-held nets, the Pearl Alley Bistro boat kibitzers met at J dock in the extreme upper harbor (extreme stink) to disagree on a plan of action. Derek had just had his hull painted and sort of threw up his hands and gave up. Others just sort of threw up. I turned tail and went to Moss Landing where the sulfuric acid from the PG&E plant is present all the time, but from above. If I move the boat often enough I will completely melt the thing in a couple of years.

Interestingly enough this isn't the first time the anchovies have resorted in Santa Cruz. I suppose there are no survivors to tip the others off, so the problem is perennial. In 1964 it was worse. In 1974 it wasn't quite so bad. This time it was bad enough that the harbor hired as many as 80 people to assist in the clean up, and got another 50 from the state plus ten or so of their own crew, at a cost of about 35,000 bucks.

There is now something of a barn door policy as even the most bureaucratic minded seem to have had it.

On the bright side of all this, I've been waiting for a slip for a long time now. If it smells bad enough for long enough, well, maybe . . .

Eric Strayer  
Santa Cruz

## s.f. in-the-water starts

September 5 - 14 are the dates for this year's San Francisco Bay In-The-Water Boat Show — hey, that's right now! This is the biggest in-the-water show on the west coast, so you may want to attend.

One of the show's highlights will be the presence of several noted designers. Chuck Burns will be available for words on September 6th and 7th, as well as the 12th and 13th. Lyle Hess will be on his Falmouth 22 on September 13th and 14th. Bob Perry will be wandering around his many designs on the 11, 12, and 13th.

In addition there will be several lectures. Jim DeWitt will speak on 'Heavy Weather

## northern california boatshow

The Northern California Marine Association's annual Boat Show will be held at the Oakland Coliseum arena from October 1 to 5 this year. Bulging with sailboats, this out-of-the water show will give you a great opportunity to use new-found expertise on

## big boat series

It's September folks, and that means it's time for America's greatest sailing event for spectators — to say nothing of the racers. No, it's not the America's Cup, it's the St. Francis YC's annual Big Boat Series which runs September 15th to 20th.

The fleet this year is enormous (see the entry list at right), and will be racing for four different perpetual trophies. There are four races (Monday, Wednesday, Friday, and Saturday), all of which start off Treasure Island and will bring the fleet right up to — if not onto — the Marina Green. You'll never get such an opportunity anywhere else to see

# SIGHTINGS

## boatshow

**sept. 5**

Sailing on San Francisco Bay September 6th at 1:30, and Gary Mull will give a talk on 'Knowing and Recognizing Quality in Yachts' September 13th at 1:30 p.m.

The show is 11:30 to 6:00 on weekdays and 10:00 to 6:00 on weekends. Admission is \$4.00 — although there are discount coupons in this very issue of *Latitude 38* — and parking is free. \$2.00 gets kids over 6 years in, and another \$1 gets you back in the show as many times as you want.

As a special bonus just for our readers, *Latitude 38* is going to guarantee that it will not rain this year. You're welcome.

## marine association

**starts oct. 1**

keels (that's after you read Bob Smith's 'Design' column in this month's issue).

Show hours are from noon to 10 p.m. daily, and Sunday from 11 to 7 p.m. See you there!

**starts sept. 15**

such a good fleet up so close. Races start at about 1:00 on each of these days except for Wednesday when it starts at 3:00. Incidentally, if you can work your way into the St. Francis, Wednesday is the big 'guys and girls' night at the bar.

So why not sneak away from work for a day — or maybe all week — and catch the races? One of the great things about the series is that you are generally free to wander down on the docks after the boats have been put away, giving you a rare opportunity to see such hot stuff up close. Mark your calendars.

### ST. FRANCIS PERPETUAL

Division I				
Christine	57370	Fred Priess	Priess 84	Pacific Marine
Mistress Quickly	KB41	Whitehouse-Vaux	Miller 72	Royal Hamelton
Windward Passage	7099	Fritz Johnson	Gurney 72	New York Y.C.
Division II				
Merlin	8955	Bill Lee	Lee 66	Santa Cruz
Drifter	57513	Harvey Kilpatrick	Moloshco 69	Monterey Penin.

### CITY OF SAN FRANCISCO

Hawkeye	7941	Caughey/CMA	King 47	St. Francis
Natoma	8985	Don Dalziel	Rhodes 58	St. Francis
Checkmate	57961	Monte Livingston	Peterson 50	Del Rey
Triumph	39360	E.B. Diethrich	C&C 61	San Diego
Swiftsure	57444	Nick Frazee	Frers 58	San Diego
Native Sun	57504	Mick Schweyer	Duffield 50	

### ATLANTIC PERPETUAL

Azure	8951	Frank Kawalkowski	Swan 441	St. Francis
Marjon	8941	Thomas Wilson	Swan 441	San Francisco
Big Bird	67863	Norton/Norton	Swan 47	Newport Beach
Timberwolf	67519	Larry Harvey	Farr 38	Cabrillo Beach
Pegasus	8918	T. Daniel Fenix	Peterson 46	St. Francis
Bravura	8987	Irving Loube	Frers 46	St. Francis
Ghost	67293	J. L. Reynolds	Peterson 46	Newport Harbor
Jetstream		Jerry Simoris	Peterson 44	Long Beach
Ol' Roler	57335	Kirk Elliot	Peterson 46	Newport Harbor
Aleta	67205	Warren Hancock	Peterson 46	Newport Harbor
Illusion	67919	Ed McDowell	Custom 44	King Harbor
Warrior	67577	Al Cassel	Chance 46	St. Francis
Saudade	37133	Bill Pascoe	S&S 47	St. Francis
Avril	8912	Arch Marez	Swan 441	Santa Cruz
Sea Rat		Peter Szasz	Swan 441	

### KEEFE-KILBORN PERPETUAL

Scaramouche	20981	Rolf Croker	Custom 42	San Francisco
Leading Lady	18900	Munro/Reisch	Peterson 40	Coyote Point
Vago	1414	Ray Avedon	S&S 45	Pacific Mariner
Sunset	59670	Terry Bucholz	Peterson 42	Corinthian (Seattle)
High Noon	8948	Bill Clute	Peterson 42	St. Francis
Wings	8986	Peter Stocker	Serendipity 43	Sausalito
Monique	3325	Chris Gasparich	Farr 13 mtr.	St. Francis
Sioc	8958	Pingree/Otterson	Serendipity 43	San Francisco
Flamboyant	67444	Barney Flam	Peterson 42	Long Beach
Shockwave	KZ4304	Neville Crichton	Davidson 46	Royal Arapana/N.Z.
Free Enterprise	67692	Richard Ettenger	Serendipity 43	Newport Harbor
Quamichan	77026	Sandy Clark	Davidson 44	SCCYC
Tomahawk	67377	John Arens	Holland 41	Balboa
America	8954	Richard Mann	Serendipity 43	St. Francis
Cadenza	47774	C. Eicherlaub	Peterson 40	San Diego

### RICHARD RHEEM PERPETUAL

Brown Sugar	8968	R & P Sylvestri	Peterson 38	St. Francis
Lois Lane	8975	William Erkelens	Wylié 40	St. Francis
Swan	57415	Reihl/Taubman	Swan 44	Lahaina
Sweet Okole	29000	Treadway/Gritzer	Farr 36	St. Francis
Papou	8976	R. Zaphiropoulos	Swan 44	St. Francis
Nuance	47534	David Fladlien	Swan 41	San Francisco
Shadow	21845	Richard Bachmann	C&C 402	San Francisco
Haydon I	8931	Jim Mizell	IP 40	Metropolitan
Fast Company	67525	Wilson/Deaver/	IP 40	Balboa
		Williamson		
Shenandoah	67800	William Palmer	Custom 40	Newport Harbor
	8978	Bert Damner	Kaufman 40	San Francisco
Mirage	14035	Les Harlander	C&C 40	Richmond
Black Swan	11750	Hugh Beatty	Swan 41	California
Race Passage	39000	John O. Merrill	Swan 44	San Francisco
Bigwig	67745	Ron Melville	Choate 40	Balboa

# SIGHTINGS

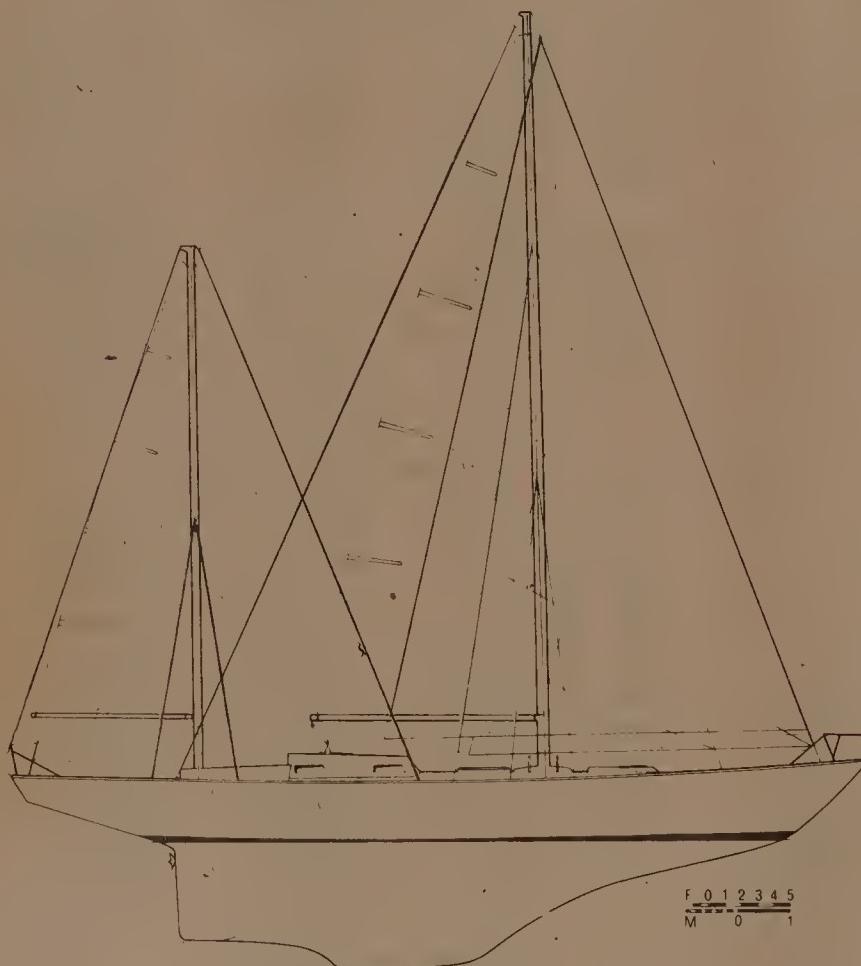
## illingworth

On March 7th of this year, Captain J.H. Illingworth died at the age of 76. The notables of modern yachting aren't well known to the average yachtsman, but Illingworth is one who deserves at least some recognition.

In the early 30's he had Laurent Giles design him a 35-ft hull into which he placed his own rig. It was startlingly tall for those days, and featured a very large triangle — far ahead of its time.

While stationed in Australia after World War II, Illingworth participated in the annual Christmas cruise from Sydney to Hobart, and made the suggestion to race, thus founding one of the premier ocean races in the world.

He later combined with Giles to design *Myth of Malham*, a landmark design in yachting history because of her short overhangs, light displacement, and masthead jibs — the latter for which he was subjected to the scorn



of designers and sailmakers. *Myth of Malham*, a 38-ft cutter, won the Fastnet Race in both 1947 and proving her longevity, again in 1959.

Illingworth later founded and for 15 years was president of England's Junior Offshore Group (J.O.G.), which is similar to MORA in the United States and of great importance and popularity in his own country.

The design firm of Illingworth and Primrose designed and built many famous yachts, the most famous among them being Chichester's companion in circumnavigation, *Gypsy Moth IV*, whose lines appear above.

Captain John Holden Illingworth, 1903 - 1980.



## let's have

Every Spring the swallows return to San Juan Capistrano and every winter — despite the efforts of the Army Corps of Engineers — the sand returns to the entrance of the Santa Cruz Yacht Harbor. It's an odious

## rabbit

Last month we asked if any of our reader's understood the phenomenal fear the French feel for furry rabbits on their boats. We received a postcard from someone who signed their name in quotes "Mathew Walker" who had this to say:

## mile rock

From approximately August 25 to September 25th there will be a number of temporary changes in the aids to navigation on and around Mile Rock. The fog signal and perimeter lighting will be discontinued. They will be replaced by a 5-second flashing white light that has a range of 9 miles and will operate during the evening and periods of reduced visibility.

In addition a buoy with a red flashing light every 2.5 seconds will be located in a position 200 yards northwest of Mile Rocks. This light will have a range of 9 miles, and will be

## more blasphemy

Last month we lead off a rather uncomplimentary Sightings piece about the America's Cup by saying, "The road to winning the America's . . . zzz . . . Cup is the longest and most boring in all of sport." We suppose some people may have disagreed and thought we were full of it, but not all.

In the August 18 issue of *Sports Illustrated*, Frank Deford who is one of our favorites, writes, "The competition (meaning the America's Cup) is the most boring and lopsided in all of sport." So we're not alone.

In a fine article about Newport, Rhode Island and the Cup titled "Red Pants, No Socks, and a Little Chowder Action", Deford continues on the subject of the Cup: "In Newport's harbor, where the lovely 12-meter boats are docked, conscious effort is made to keep the hoi polloi from seeing these magnificent creatures of man. Still, the closet snobs keep coming to "see" an America's Cup match, even though they won't. O.K., we'll have another drink instead, and buy an Instant Cup Challenge Lottery Ticket and a commemorative T-shirt."

## furo over blasphemy

I didn't see any name above the article "Blasphemy", so you will not see mine on this note either. But where did you find that uninformed dummy who wrote that article? I've read some one-sided articles many times, but never one as lousy as that one. This turkey has less knowledge of sailboat racing than the average 'stink-pot' owner. My idea of boring is tearing out into the Pacific, never seeing your competition, and if it weren't for a finish line, all alone wondering how you did, then getting smashed at the club.

Until recently sailboat racing, *TRUE* sailboat racing, was with one-designs going around a triangle course, where you had to have knowledge of: beating, reaching, and running. And, if you had a boat that would not do all 3 — then you could call it boring.

The America's Cup Trials & the race for the cup is, & has been, to knowledgeable yachtsmen, the real honest to God test of a skipper & his crew, not sailing a boat that just goes well on one tack period. Tell that dumb A-hola to check out his facts and not pour out his stupidity on the yachting public, because there are some out there that have done both types of racing & they consider these ocean races ZZZZZZZZZZZZZZZZ boring.

One who has done both  
— Mr. BLYPSPK

P.S. When you get a little more mature, you will accept the fact that if it's baseball, it's the World Series, if it's automobiles, it's the Indy 500, and if it's yachting, it's the AMERICA'S CUP! & the newspapers respect this. Period.

*Editor's note: All copy signed '— latitude 38', plus all unsigned copy — this includes the horribly boring 'loose lips', 'changes in latitudes', and those terrible replies to letters are written by the same mindless twit that the devil, in a stroke of unthinkable horror, made publisher. This tee-totaling, goody two-shoes wimp theorizes that the ultimate value of any sailing event can only be determined after dividing its original value by a 'hype' and 'dilettantes-in-attendance' factors. Since both these are infinite for the America's Cup, he calculates the event's ultimate value at zero.*

*But who the hell gives a damn what he thinks? Afterall he's a listless, ill-educated jerk whose sailing experience and knowledge must be exceeded by half the people who sail the bay. Besides, I happen to know for a fact that he ran aground three times the last time he went out — ho! ho! ho! In short,*

CONTINUED ON NEXT PAGE

PHOTO BY LATITUDE 38

## some humor

thing to not be able to get your boat out for a little winter sailing, but as you can see they've retained their sense of humor — as least while naming the dredges.

## lore

"Regarding French rabbit-luck, my Mom's francais by birth and says that poaching in the time of Louis the 14th was punishable by guillotine if the convicted had been found with a rabbit upon his person."

Great readers, eh?

## lite show

equipped with a wave activated sound signal. Don't run over it.

These changes were proposed several times in the Notices to Mariners during the early months of 1980. Since there was little opposition the Coast Guard is going to proceed with the experiment. If you've got a beef against this or any other navigation aids, write the Commander of the 12th Coast Guard District. Mail your complaint to 630 Sansome St., San Francisco, CA 94126 — not to his residence.

# SIGHTINGS

CONTINUED FROM PRECEDING PAGE

don't listen to him, I never do. But geez, don't look now, but here that turkey comes again, with even more 'slams against your favorite sailing event.

## even more blasphemy

Sometimes you find things where you don't expect to. For example the best analysis of the America's Cup has not appeared in any sailing magazine, but in *The National Lampoon*. For example; "The America's Cup is not now and never has been a public affair. Gentlemen, after all, do not pit their mistresses like Mexican flyweights in Madison Square Garden or deal off the TV rights to the contest."

Mostly the stuff in the *Lampoon* is pretty outrageous. Editor P.J. O'Rourke, in a recent interview, said that it was written for people who grew up on *MAD* but whose mother's no longer monitor what they read. Consequently the *Poon's* staff feels little remorse at shooting through the Cup's hypocrisy: "What draws them [the challengers] back year after year? They know the chances of victory are slim. They know that the fruits of triumph are insignificant. They are even aware that the glory is fleeting and hardly equal to the agonies of the struggle. Why, then? Perhaps to get away from their wives."

Despite the nonsense of it all, authors Piers Ackerman and Ted Mann realize how important this business is to the New York Yacht Club. Consider the shame, for example, that will be heaped upon the Commodore of the club when the Cup is finally lost: "It is said there is a sealed vault within the depths of the Morgan Guaranty Trust in New York. The vault is said to contain a black book. There, in the spidery handwriting of the aged Commodore Vanderbilt, is write the penalty for a commodore presiding when the cup is lost. Rumor has it the man's skin is to be stripped from his living body and stretched over the head of a ceremonial drum, to be beaten every evening before dinner at the club until the cup is regained."

They've figured out the crew's dedication too: ". . . the joy of sailing, the freedom from responsibility, and the thrill of competition are more important than a pension plan. You can't sail a desk or head a briefcase into the wind.. Your desk would sink and you'd get fired . . ." That explains the dedication of the smart crewmembers, you'll have to buy the magazine to find out why the dummies do it.

Of course the best lampoons are those that most closely resemble the truth. But in the case of the America's Cup, sometimes the truth will suffice. In the early 70's Ted Turner was saddled with a new Britton Chance-designed 12, *Mariner*, that had a severely chopped off stern and was a remarkable failure. Authors Ackerman and Mann quote Turner as complaining to Chance, "Shit, Brit, even turds are pointed at both ends."

*The National Lampoon*, September 1980, *We Cover The Waterfront*, by Piers Ackerman and Ted Mann. We really enjoyed it and think you might, too.

## if

If you are a woman; if you have access to a Laser; if you have ten dollars; if it's not yet the 6th of September; if, if, if. If you meet all these requirements you can run right over to the San Francisco YC (in Belvedere) and sign up for the annual Women's Laser Open. 'Open' means you don't have to belong to a yacht club to race.

What you get for \$10 is a 2-day program of 5 races on Richardson Bay, two bag lunches, coffee and doughnuts, wine and cheese, and a chance to compete with other fine women sailors.

The dates are September 6th and 7th, with the skippers meeting at 9 a.m. on the 6th. Please come.



## happy to be

It has always been something of a surprise to us, but one of the biggest questions sailors have had burning through their minds is 'how do they paint the stacks on those big freighters and tankers?' Why folks are dying to know if they use a brush or a roller is a

## match

The Prince of Wales Cup is the USYRU's Match Racing National Championship. The Quarter Finals of this competition will be held on September 20, 21, and 28th on the Olympic Circle, and will be hosted by the Berkeley YC.

Any yacht club or SBRA may enter just one complete crew, and since slots are limited, only the first 16 clubs to sign up will be accommodated.

The weapons chosen are the J-24's, and if necessary, arrangements can be made for a

## byc women's

The Berkeley Yacht Club invites all women sailors to participate in their annual Women's Cup Invitational on October 25, 1980. Entries must be received by October



PHOTO BY LATITUDE 38

## yachting's golden years

We like to think that these are the golden years of yachting, but the Oakland Museum says they were actually back in the years 1910-1940. And who are we to argue with the Oakland Museum, who from September 20 to October 19 is putting together a salute to "Yachting's Golden Years".

The highlight of the salute takes place on October 11 and 12 when there will be a public boarding of 130 classic sail and power vessels in Embarcadero Cove where Sailboats, Inc. has provided exhibition space. The boarding — which naturally requires rubber-soled shoes — will be held between noon and 5:30 on each of the two days and will cost \$5.00 per person or \$12.50 per family. The event is a benefit for the Museum's History Guild.

Some of the vessels on display include Dick Williams' 61-ft. Alden schooner, *Dauntless*, which was built in 1930 and has been restored to a luxurious Victorian theme. Another is *Legonia*, built in Oakland in 1911, a boat which was pressed into commercial service to deliver newspapers between Oakland and San Francisco during 1913 to 1920. Also featured will be *La-Jota*, a 65-ft. fantail motor yacht that was at one time owned by Jack Benny, and Mal Weavers' 17-ft., 1939 barrel-sterned Chris-Craft *Mopep*.

As you can see, the variety of boats is clearly there, so maybe you ought to show up, too. If for some reason you can't make it to the special two-day

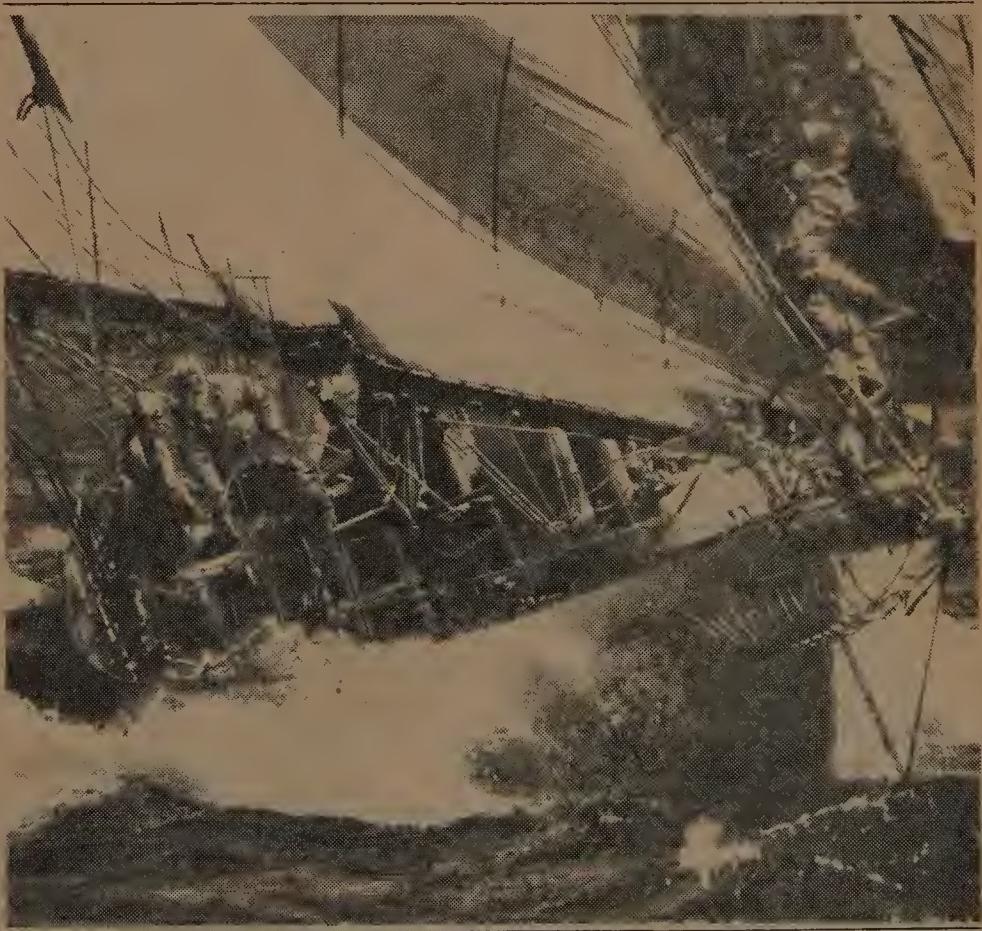


PHOTO BY DIANE BRESTON

boarding, don't forget that the exhibition in the Museum's Breuer Gallery runs from September 20 through October 19. Included in the exhibition are photographs from the golden age of yachting on San Francisco Bay, yachting attire, cups and trophies, yacht club burgees, half models of boats, original marine architects' drawings and much more. It sounds like a fine exhibition, and the Oakland Museum has a reputation for doing things right. Mark your calendars.

(More on 'Golden Years of Yachting' elsewhere in Sightings)

## of service

mystery to us, but ours is not to reason why .

Turns out they use a roller, and we've included the photo above just to prove that we don't make these answers up.

Anymore questions?

## racing

boat if requested early enough. The winner of the Quarter Finals goes to south California for the Semi's in Etchells 22's, and from there the winners proceed to Long Island Sound where the finals will be sailed next fall in Atlantics.

If you're interested in this match racing competition, John Clouser is the man you want to call. Days he can be reached at 422-3559 or evenings at either 443-6499 or 939-9885.

## cup invitational

2, and Regatta Chairperson Bonnie Harding has all the information you could possibly want on the race. Call her at (415) 368-7452.

# SIGHTINGS

free

Those wild and crazy folks at the United States Power Squadron are again offering free boating classes all around the bay area. Usually they run about 12 weeks, and are ideal for folks just getting started in yachting or those of you who have been fooling around for years without any idea of what you're doing.

The instructors are experienced volunteer skippers, and they use a time-tested curriculum to put you in the know. You get the low-down on navigation, seamanship, first-aid, handling emergencies — most all the things you need to know to have a feeling of confidence on and about the water. Actually, you'd be surprised at how much you don't really know.

Even though they are called the Power Squadron, it does not mean they are dedicated to the internal combustion way of life. Over half of the folks who attend classes are sailors, and most all of the material is directly applicable to your needs. Find the most convenient date and location below, and start dialing that telephone.

AREA	LOCATION	START.	DATE	CALL
Fairfield	Fairfield High School	Sept. 10	(707) 425-5852	
Hayward	Chabot College	Sept. 16	(415) 483-0263	
Larkspur	Redwood High School	Sept. 9	(415) 897-1890	
Martinez	Alhambra High School	Sept. 9	(415) 939-5908	
Napa	Napa Community Coll.	Sept. 23	(707) 644-6895	
Novato	Novato High School	Sept. 11	(415) 897-1890	
Palo Alto	Palo Alto High School	Sept. 8	(415) 593-4098	
Piedmont	Piedmont High School	Sept. 17	(415) 632-2317	
Sacramento	Guild Savings, Citrus Hts.	Sept. 2	(916) 944-2858	
Sacramento	Consumes River College	Sept. 4	(916) 944-2858	
San Francisco	for latest info.		(415) 586-7460	
San Jose	Wilcox High School	Sept. 15	(408) 257-8226	
San Mateo	Coyote Point Yacht Club	Sept. 10	(415) 593-4098	
San Rafael	San Rafael High School	Sept. 10	(415) 897-1890	
Stockton	San Joaquin Delta Com. Col.	Sept. 2	(209) 462-5366	
Vallejo	Hogan High School	Sept. 24	(707) 644-6895	
Walnut Creek	Los Lomas High School	Sept. 11	(415) 939-5908	

The above dates may change. For confirmation contact the San Francisco number: (415) 982-3883. Course materials optional at a nominal fee.

## free sailing & seamanship course

The Coast Guard Auxiliary Flotilla 12 of Sausalito and Tiburon will be offering their free "Sailing and Seamanship" course starting October 2nd at the Sausalito Cruising Club. The course is taught by experienced local sailors and includes both lectures and slide presentations. The text, one of the best, costs \$7.00.

Subjects covered include sailboat handling, heavy weather, Rules of the Road and legal requirements, tuning and variant rigs, simple navigation and marine radio, seamanship, and knots and lines. The course lasts for six weeks with classes on Monday and Thursday evenings from 7:30 to 9:30. Call Cam Rogers at 435-9426 for further details.



photo with

Have you ever wanted the opportunity to edit a sailing magazine? Well if you have, here's your chance. We've got this neat picture of a windsurfer screaming across the bay, but no caption for it. Your job, as temporary editor of *Latitude 38* is to come up

do we

October 4th is the date of the San Francisco Bay Sailing Association's annual auction of things nautical. The location will be the dinghy yard of the renowned St. Francis YC.

The SFBSA is a non-profit organization founded specifically to help local sailors participate in sailing events around the world. In 1980 the SFBSA has given financial assistance to John Bertrand, Craig Healy, Amy Boyer, several 505 sailors, and others.

Events like the auction help raise funds for the SFBSA. The marine gear that goes on

## quarter pounders

The USYRU (United States Yacht Racing Union) Quarter Ton North American Championship promises excellent racing this year as three former champions have already signed up to race.

Carl Schumacher has entered his own design, *Summertime Dream*, which he nailed together just in time to take all five bullets in last year's championship. 1978 champs Dave Neal and Bruce Nelson will be up from San Diego with *Bilivit*, their Nelson 25. Clay Bernard, the 1977 winner has entered his boat, *Fun*, and it must be because he's coming all the way from Oklahoma.

Among the local entries are two Mull designs, Carl Friberg and Joe Runyon's *Tequila Sunrise* and Roger Eldridge's Sas-



PHOTO BY LATITUDE 38

## y explanation

with a clever caption and write it in the space provided.

We're sorry there is no pay for the temporary editor's position, but if you do a good job you'll be overcome with a sense of satisfaction and accomplishment.

## hear \$10?

the auction block comes from folks like you, and the SFBSA makes it easy for you to help out. For one thing the value of your donation is tax deductible; and, secondly, if you call 771-9501 a polite person will come right to your door to pick up your donation.

If you haven't anything to donate, you can still help out by coming to the auction and bidding high. The date again is the 4th of October, the location is the dinghy yard of the St. Francis YC, and you can preview the stuff in the morning.

## are back

*quatch*. *Blue Eagle*, a Farr design, will be sailed by Winton Cleary, and *Suzi*, a Laurie Davidson design (he's a guy by the way), has been entered by Rodney Eldredge. Two or three more boats are expected to compete.

The five race series will begin on Wednesday September 3 with two Olympic Circle races and will end with a similar course. In between they'll be a short ocean race to Duxbury and around the Lightbucket, and a longer 100-mile ocean course between Chimney Rock and Montara they have 50 hours to finish.

The awards presentation will be at the sponsoring Sausalito Yacht Club on Sunday, September 7th.

## never even saw it coming

Yachtsmen almost lost the Channel Islands: Anacapa, Santa Cruz, Santa Rosa, San Miguel and Santa Barbara, and there wasn't even an earthquake. As you might have guessed, it was just a governmental error. At first we thought it was directed at us because we just ran a two-part cruising guide to the Channel Islands, but maybe we're just paranoid.

What happened was that the good-meaning but . . . well, the good-meaning folks at the Sanctuaries Program of the Office of Environmental Affairs of the U.S. Department of Commerce drafted some proposals that among other things would have prohibited disturbing the seabed within two miles of the islands and also prohibit the discharge of any hydrocarbons within one mile.

Those who drafted the proposals said that there was no intent in them to prevent recreational boating within the boundaries of the Sanctuary — but you know the story about the road to hell being paved with good intentions. Jock West, a southern California yachtsman put one and one together and concluded that the 2 proposals would have effectively prohibited any an-wet exhaust from getting one mile of the islands, and would prohibit any anchoring within two miles. That may not have been the intent of the proposals, but West has probably seen enough law enforcement television programs to know what can happen with ambiguous laws.

West rallied the boating forces of southern California, and by July 25 West received a letter stating revisions to the two proposals he and other yachtsmen had found objectionable was acknowledged and that indeed the proposals could possibly have been construed to mean that wet exhaust and anchoring would be illegal, but spokesmen for the octopus reaffirmed that that had not been their intent.

'Eternal vigilance is the price of freedom'. Isn't that the line they teach in history classes?



PHOTO BY LATITUDE 38

## bring your wife, your checkbook, & your pink slip . . .

For sale: Seldom driven, frequently 'washed' BMW. Incredible low price includes seaweed seat covers and assorted fish. Can be seen any day during low tide near Yellow Bluff.

# SIGHTINGS

## master regatta

On October 4 and 5th the Coyote Point YC will be holding their first "Master's Regatta", an event they hope will develop into the highlight of their yachting calendar.

It's something of a unique event, 10 boats match racing, but with 5 winners. Rather than running an elimination format, each of the boats will sail a three race series against a natural opponent or a boat with which they've developed something of a grudge. This way boats are evenly matched, and one bad race does not put you out in the cold.

Final pairings are still being developed since attempts at getting Michelob or Coors to help finance the event delayed things. But so far *Wings* and *Sioc*, a pair of Serendipity 43's will go at it, as will *Leading Lady* and *High Noon*. The latter two boats are completely different types of Peterson Two Toners, but over the year they've developed a strong rivalry. There will be three other sets of pairings.

The races will be held between the San Francisco airport and Coyote Point, and spectators are urged to watch and come by the club to join in on the BBQ's, dances, and other hoopla. Coyote Point YC is really rolling out the red carpet on this one, inviting officials from all the participating yacht clubs to observe from the judges boat, providing a 'boat hostess' for each entry, and even buying great big orange inflatable marks in deference to skippers who would rather not scrape solid ones.

To be held yearly after the Big Boat Series and the Stag Cruise at Tinsley Island, this could develop into something big. Stop by and enjoy yourself.

## tax bummer

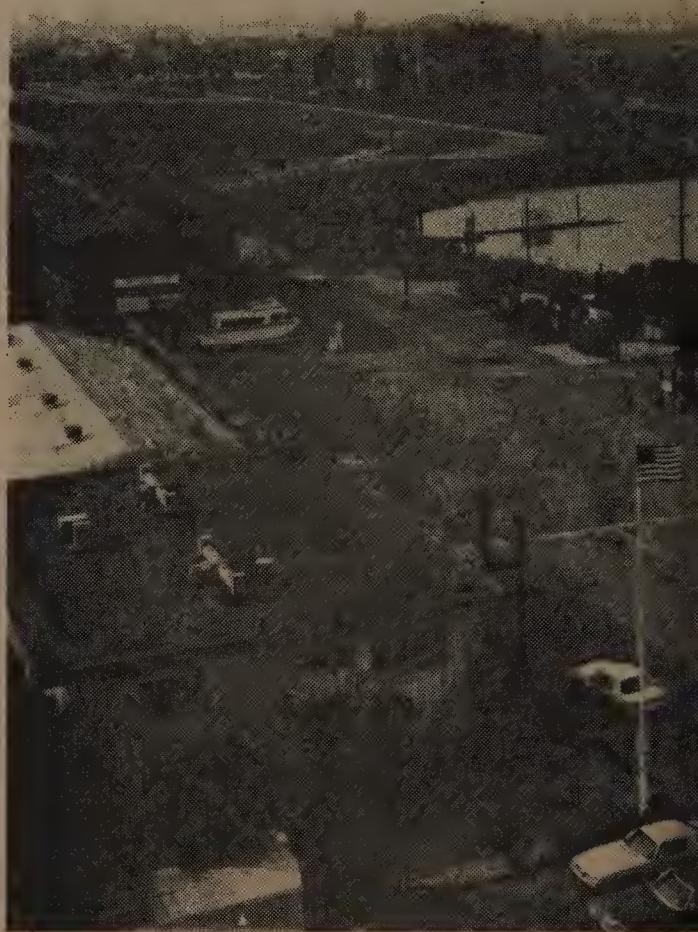
Last month the state Supreme Court ruled that the Proposition 13 property tax reduction of 1978 did not apply to unsecured property such as boats, planes, office equipment, and business inventories. This means that those of you who have been hoping for a refund on your 1978-79 boat taxes have just had those hopes dashed. Those of you who didn't pay them — well, there's a chance you may be hearing from the friendly county taxman.

Back when Proposition 13 passed there was considerable disagreement among county governments as to whether the Proposition applied on to secured property (such as houses), or to unsecured property (such as boats and planes) as well. What transpired was that 22 of California's 58 counties went on their merry way collecting taxes at the much higher pre-Prop. 13 rates, and then impounded those monies. Those counties — locally they include San Francisco, Alameda, Contra Costa, and Marin — are now suddenly facing the burden of deciding what to do with a financial windfall. Perhaps they'll use it to hire people to close more parks and libraries. The funds now being released to them range from \$3 in Marin to over \$30 million in Alameda County.

The remaining 36 counties — and in the bay area that includes Santa Clara and San Mateo — assessed and collected unsecured property tax at the lower Proposition 13 rate and therefore do not have any impounded funds. Can they now go back and try and collect these taxes retroactively? At this point it's uncertain. If they think they can it will be interesting to see if anyone pays, or if it would merely set off an entirely new round of legal fisticuffs.

This litigation, if we remember correctly, started down in San Diego when the Board of Supes ordered the County Assessor to levy taxes on unsecured

CONTINUED ON NEXT PAGE



## mardi gras

A social highlight of the season during the 1930's and 40's, the Oakland YC's cruise-in Night in Venice party will be revived September 20th at OYC's new club at Pacific Marina — and all bay area yachtsmen and crew are invited this time.

Timed to round out the opening day of the Oakland Musuem's unique local history exhibit (Yachting's Golden Years 1910-1940 — see elsewhere in Sightings for further information), the open house and gala dinner-dance al fresco is co-sponsored by the Encinal Yacht Club next door. (The two clubs share the Pacific Marina waterfront village with the Neptune's Galleon Restuarant and the dockside Travelodge on the Alameda side of the Oakland Estuary.)

The nostalgic evening, complete with special mooring arrangements, open house activities at both clubs, dining and dancing

## first movies

The Berkeley YC is featuring live entertainment on one Saturday night a month. Currently they are featuring New Orleans jazz, pop, and country rock musicians Jim & Barb.



## night in venice

under the stars to big band sounds, and \$1,000 in prizes, will be alive with activity from 5:00 until midnight.

The dress-optional affair is expected to be one of the largest social gatherings of sail and power pleasure boat people in recent memory. Both clubs encourage non-club members — as well as all members from other yacht clubs and racing organizations — to visit for the evening and spend the night onboard their boats.

Complete facilities are available, except for fuel, which is as near as the Oakland shore at Jack London Square or nearby Alameda Marina.

Limited reservations are available by mailing \$9.95 per person to Oakland YC, Pacific Marina, Alameda, Ca. 94501. For sailing directions, call (415) 522-6868.

## now live tunes

PICYA club members and their guests are welcome September 20, October 18, and November 22. There is no cover charge. Call the Berkeley YC at (415) 845-9277 for further information.

CONTINUED FROM PRECEDING PAGE

property (again, boats and planes, etc.) at the same Prop. 13 rates as on secured property (again, houses). The Assessor took it to court where it was ruled that the Board of Supes were correct, and that Prop. 13 should be used for both secured and unsecured property. But the county's hunger for money was not easily thwarted, and the matter was taken to the state Supreme Court where the earlier decision was just reversed.

That takes care of the 1978-79 taxes on boats; but what about the future? Don't worry more than you already do, as there is a law that requires the unsecured property tax rate to be the same as the previous years secured property rate. Since it was the Prop. 13 rate for secured property last year, that's what it will remain for boats until a modification in the law is made.

## next time the perfect crime

Bruce Cibley, who uses his old 'tude 38s to line his bird cages submitted the following information that is of interest both to potential boat thieves and those who would hope to prevent their boats from being stolen.

The picture and the copy both come from *MOAC News*, which has nothing to do with Midget Ocean Racing, but is an insurance publication. We'll let their copy speak for itself.



"Los Angeles: A risk recently written out of the Los Angeles office has an interesting history. The risk, a 1973 41' yacht, was stolen from its slip at Redondo Beach last November. The thieves had the yacht (named *Solana*) repainted from yellow to aqua and renamed Bainbridge Island. They also changed the yacht's registration from a California to a Washington state number. Convinced that they had successfully carried out their caper, the thieves sailed for Hawaii in early December, but after navigating around the Hawaiian waters for several weeks, they were taken by surprise and arrested by Coast Guard officials. Although the thieves thought they had been extremely careful when disguising the stolen yacht, they overlooked two very important details: the yacht's sails still bore the original sail number and the yacht's flotation devices still bore the original name *Solana*. After the yacht was seized, the happy insured took a trip to Hawaii, sailed his yacht back to Redondo Beach, and had it restored to its original color and name. (Thanks to John Blume, underwriter, Los Angeles)".

# SIGHTINGS



**shot on the sea**

What a beauty! The camera, not the feminist, you eternal pervos. She's the Minolta Weathermatic-A, a number you've probably seen a hundred times due to the recent advertising blitz. The thing lists for about \$145 or so, but if you're clever, discount houses and mail order places have been selling them for as low at \$115.

The beauty of the camera is that it's designed to get sopping wet and even to be used as far as 15-feet underwater. John Rowley took one on the TransPac and came back with some fine quality shots, several of which we enlarged for the TransPac story last issue. He just tucked the little yellow sucker away in a winch handle holder for the whole trip and never gave it a second thought. It was always handy for a quick shot.

The camera has a 110 format like the cheap instamatics, but has a far better than average lens. It won't match a Nikon 35mm shot, but it won't be ravaged by the saltwater in a few months either. The little sweetie shoots in black and white as well as color, and in prints or slides. It has a built in flash that can also be used underwater in case you'd like a picture of you next to your rudder.

Lots of sailors travel under the misconception that you need three bodies, 17 lenses, and three flashes to take great shots of your sailing adventures. Bullpucky. What you need is something that's simple, easy to use, has a wide angle lens, and won't self-destruct. The Weathermatic-A seems to fit the bill.

Some of you are going to think that we're writing this highly positive review of the camera because Minolta gave us one. That's absolutely false. We wrote it in the hopes that they *will* give us one! The mailing address is P.O. Box 1678, Sausalito, CA 94966.

**don't**

BAMI (Bay Area Marine Institute), a non-profit organization, still offers a variety of evening classes in nautical subjects. The classes range from basic sailing to calculator

## **kicked out of**

The TransPacific Yacht Club — the guys who run the L.A. to Honolulu race — have issued a 'revision of conditions and requirements' for the 1981 TransPac. These new rules, in the view of TPYC officials, will "place reasonable limits upon participating yachts" and are effective immediately.

The new rules — two pages of numbers, equations, and other evil reminders of high school — are already being considered unreasonable by owners of TransPac boats that will be eliminated from participating by the new rules. Those boats knocked out include elapsed-time record holder *Merlin*, 1979 winner *Drifter*, Rod Park's 5 TransPac veteran *Panache*, and two-time overall winner *Chutzpah*. The rules will also knock out all the Santa Cruz 33's and possibly some of the Farr boats.

There are four changes in the rules. Rule A establishes a maximum size limit, something common in most major races, and boats that have already raced a TransPac benefit from a 'grandfather clause'. There probably isn't much acrimony over this change.

Rule B's intent was spelled out clearly by the TPYC; "to discourage the trend toward unstable boats which are typically known as 'high-speed runners' or 'one-way' boats and hereby places limits on displacement and sail area in relation to stability". This is the rule that knocks out *Merlin*, *Drifter*, and *Panache*. Bill Lee told us that under the new rules *Merlin* was "too shallow" which we believe was his way of simplifying the problem for us laymen who don't have the aptitude to understand the various perverse mathematical complexities of the rule. Gary Mull said that under the new rules a 'Honolulu boat' would be a long, very narrow, v-bottom boat.

**forget**

navigation. The fall session starts in the first week of September and you can get complete information by calling 552-4500. BAMI is located at Pier 66 in San Francisco.

**the transpac**

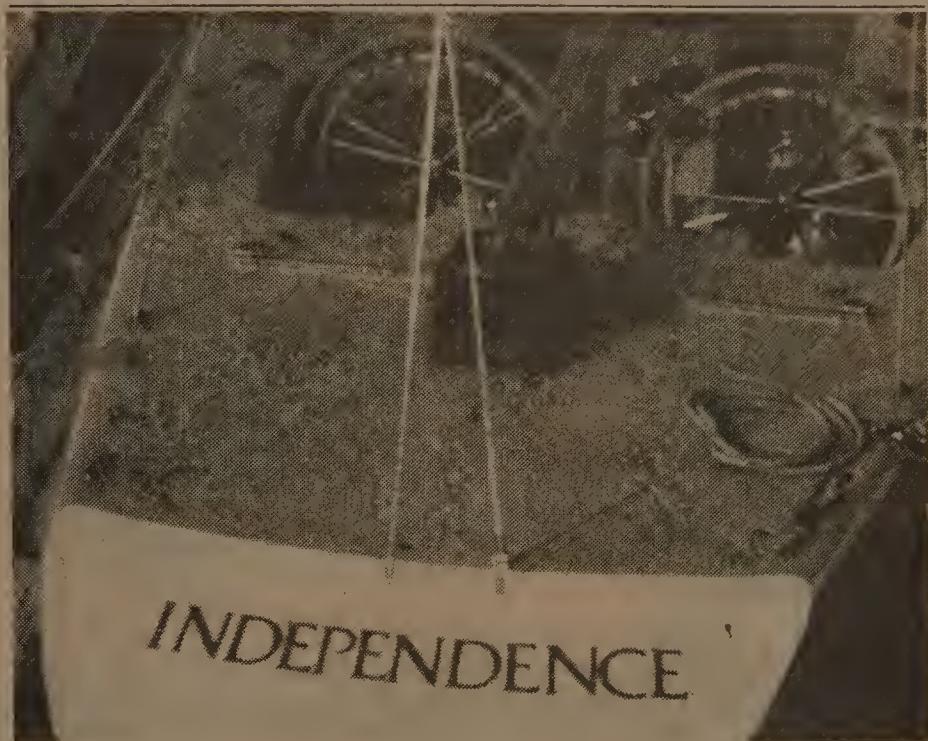
Rule C: "establishes more stringent limits for the smallest entry" and effectively knocks out two-time overall winner, *Chutzpah* — also a Bill Lee design — as well as the Santa Cruz 33's. There is no specific smallest length, it's a combination of measurements that establishes the smallest allowable boat.

Rule D "intends to exclude the extreme 'live ballast' boats of the type which have been associated with many of the recent fatalities". We don't know what boats — if any — that have already done the race would be knocked out by this rule. We also didn't realize that there was such a type of boat that had 'been associated with many of the recent fatalities'.

We asked Gary Mull what he thought of these adjustments in the rule, and after he checked and found his new *Wilderness 38* qualifies for the race said, "I think it's wonderful!" But he was just kidding.

Mull, who has never been a big fan of 'one-way' boats nevertheless didn't not rank it with the top three ideas to ever hit the yachting world. He feels that boats like *Merlin* have been valuable at least to the extent they've opened sailors eyes to broader vistas. But Mull seemed even more disheartened by Rule C which serves to eliminate the smaller boats that have been doing the TransPac. He sees this as inadvertently pushing the race in the direction of a rich man's game.

It's likely the greatest beneficiary of the changes will be the Ballena Bay YC. Their first San Francisco to Kauai TransPac was well-run and had a set of rules that seemed a lot more responsive to the sailor's wishes. They allowed smaller boats, less crew, and perhaps now will have cornered the market on ultralights.

**where do they come from?**

Rich Carlson sent us the above picture and wrote: "On a recent trip back east, my dad was poking around Newport Harbor and ran across this strange boat with two wheels. At the time he had no idea what he was shooting, so when we screened the slides, I gave him a lesson in 12 Meters."

Rich went on to P.S. "Quite a unique way to support the boom."

As you may or may not be able to tell, the boom is being held up by one of those containers they deliver milk cartons in. It's amazing how many uses there are for these milk carton carriers on boats. Lots of cruisers use them to carry anchor lines — the holes let the line dry out. A few issues back Annie Sutter commented how great they are for keeping food in.

Below is a photograph of *Pegasus* we took in the Bahamas. Notice what her head is sitting on? Right, a milk carton carrier. Originally the head was too low and they needed something to mount it on, so . . .

The thing about all this is that you can't buy them anywhere, so how do you suppose sailors get them? We wonder . . .



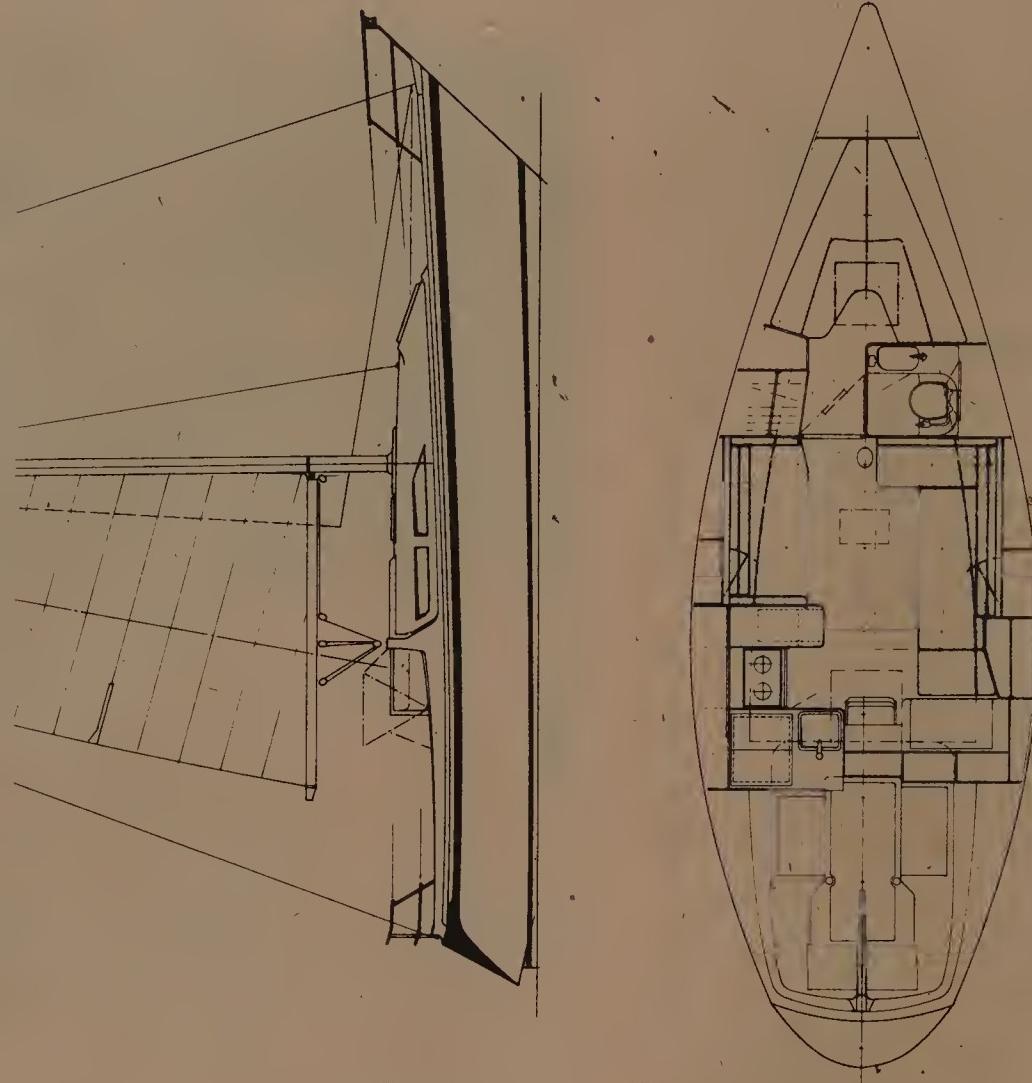
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# THE WINNERS

Co-owners Munro and Reisch are at extreme left and right ends respectively.



All Photographs by Bruce Hayes

In 1977 a defeated but not beaten Stanley Reisch took the floor of the San Diego YC and dramatically — the only way he knows how — proclaimed, "I shall return." Since he doesn't look a bit like Douglas MacArthur the crowd hooted, hollered and laughed. MacArthur returned victorious, and on August 2nd, so did Stanley Reisch.

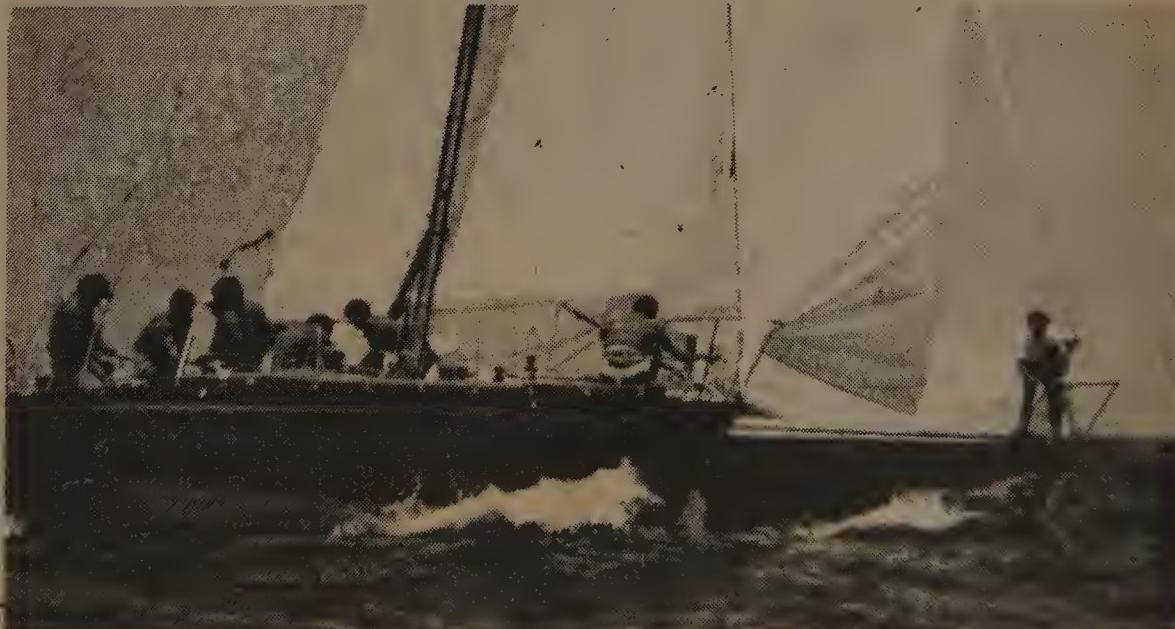
What Stan came back to San Diego for was the San Francisco Perpetual Trophy, a trophy first sailed for in 1895 when the Encinal YC's *El Sueno* bested Queen of the San Francisco YC. The trophy is for a match race held each year between a challenging west coast yacht club and whichever club holds the cup at the time. In the ensuing 85 years and 74 races, most of the west coast's distinguished clubs have taken a crack at it.

For the last two decades the battle for the west coast's most prestigious cup has centered around the San Francisco and St. Francis YC's trying to either wrest it or keep it from the dreaded but powerful San Diego YC, which has sailed in 15 of the last 18 cups.

Starting in 1962 the San Diego YC won it 5 times in a row, followed by the St. Francis twice, the San Francisco 7 times, and most recently the San Diego 3 more times. In

1977 their *Tin Woodsman* beat Reisch's C&C 38, *The Entertainer*; in 1978 their *Renegade* beat Max Gordon's *Black Magic*, and last year *Renegade* again beat the San

Jousting before the start.



# CHALLENGE CUP



On the first cross *Leading Lady* is already gone.

Francisco YC's *The Shadow*.

Embarrassed by three consecutive losses and the disorganized, confused, and often acrimonious manner in which recent northern California challenges were raised, local yacht clubs finally got together last year and changed the deed so that the best possible effort would be representing the area. San Diego YC would only accept such changes in the deed if they could have their pick of two boats to race against; one rating over 30-ft. IOR, the other rating under 30-ft. IOR. Surviving a selection process that in-

volved beating *Wings* in match races earlier this year and maintaining her excellent bay record, *Leading Lady* was selected as the boat rating over 30.0 feet. The incredibly successful Peterson half-tonner *Oh No!* was chosen as the boat under 30.0 feet. San Diego accepted the challenge of *Leading Lady*.

Reisch's boat went south representing the St. Francis YC, that being the club of *Leading Lady*'s new owner, Bruce Munro. They brought with them the most talented crew of northern Californians to sail in the



*Leading Lady* with her chute set and drawing while *Dust 'Em* still beats to the weather mark.

Cup to date, all of whom had sailed on the boat previously.

*Imp* and *Pegasus* veteran Tad Lacey worked the foredeck with Mark Mamar, while Kenny Gardner was in the 'pit'. Longtime bay veterans John Ravizza, Doug Holm, and Paul Buttrose were in the cockpit; *Imp* veteran Steve Taft was on the main sheet; co-owners Bruce Munro and Stan Reisch handled the runners and navigation respectively. Driving the boat was Tom Blackaller, not only a superior



Helmsman Blackaller puts the finishing touches on the rudder during the Friday haulout.



Although it appears otherwise, *Leading Lady* took the start.

helmsman, but one of the main reasons *Leading Lady* ever came to be.

Like many of yachting's great boats, *Leading Lady* was conceived in a bar. It was during the Big Boat Series of 1977 when Blackaller had just introduced Reisch to designer Doug Peterson. In the previous 9 months, Dave Allen's Holland-designed *Imp* was well on her way to becoming a legend and right then was winning her division in the Big Boat Series. Stan turned to Peterson and asked, "Can you design me a boat that

will beat *Imp*?" Naturally Peterson replied, "No problem," which Stan passed off as a flip remark and quickly forgot. But Blackaller didn't. A month later he had Stan give him a figure he could invest in such a project. In June of 1978 Reisch took delivery — 6 months later — of a red, 40-ft. Eichenlaub-built aluminum Two-Tonner.

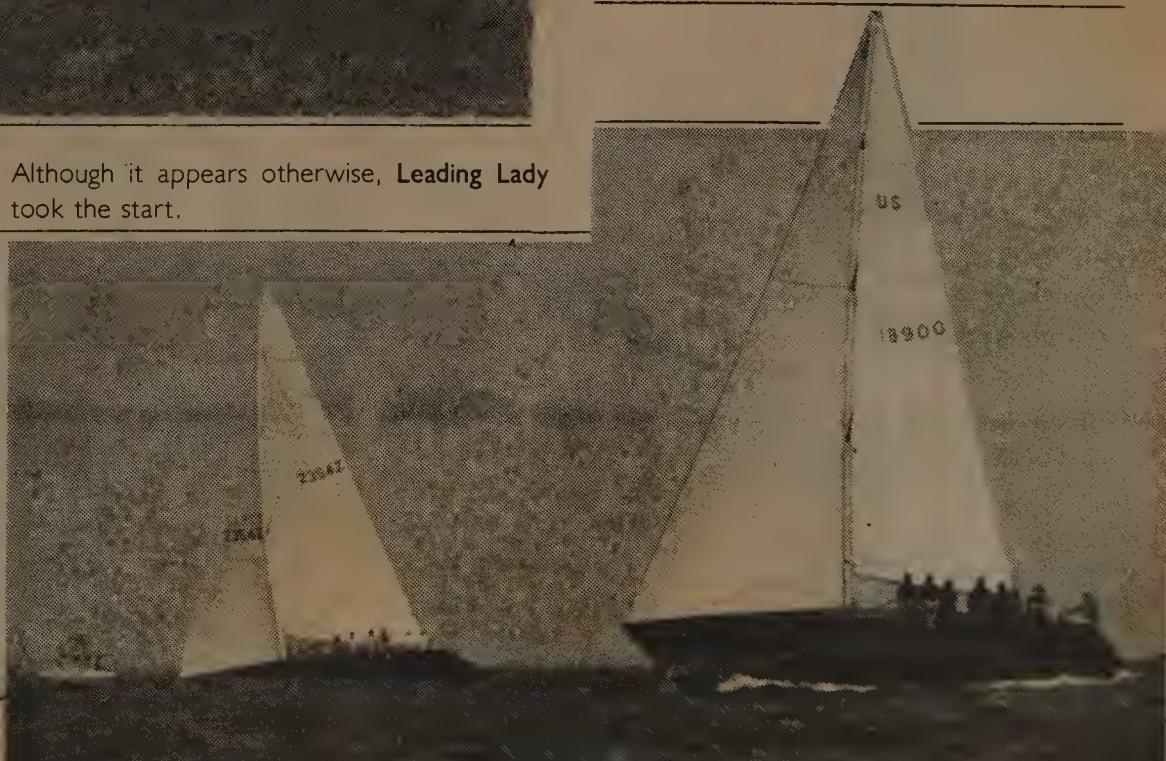
After a few warm-up races, she fulfilled Peterson's promise and beat *Imp* in the 1978 Big Boat Series. In 1979 *Leading Lady* won the Danforth Series, the Stone Cup, the Bay Series, and her division of the Big Boat Series — just about everything she could win. This year she was leading the Danforth until she had to drop out of a race to pick up a crewman who had gone over, and was at the top of the bay standings when she dropped out to sail the Challenge Cup.

A rocket to weather, many think she may just be the best Two-Tonner in the world. Stan says, "Blackaller's a great believer in the boat and whenever you ask he'll say she's the top boat in the world — that's as far as Two-Tonners go." Stan himself doesn't feel the need to be so restrictive. "She's probably the best boat on handicap, too, because nobody beats us on handicap either."

So the St. Francis' effort went south with a great boat, a great crew, and a willingness to do what it takes to win. A skeleton crew sailed the boat on Wednesday night, and the whole crew practiced for two hours on Thursday night. On Friday morning the boat was hauled, the bottom carefully scrubbed, and coated with 4 bottles of Joy, and then dropped in for another short practice sail.

The boat and gear was in top shape: not

CONTINUED ON PAGE 74



SILVAS NOVAHOR



HORIZON

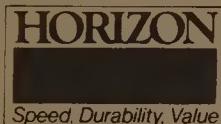
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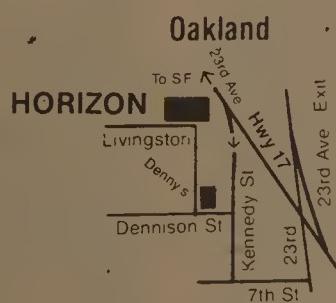


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**HORIZON SAILS**

# WINNERS

only was her bottom ideal, but the feathering prop had just been replaced with a folding Martec in deference to San Diego's thick kelp. The important sails, the No. 1 genoa, the main, the  $\frac{3}{4}$  oz. chute, and the  $1\frac{1}{2}$  oz. chute were all brand new. *Leading Lady* was also put in her 'light air' configuration, a process which involves removing 960 pounds of internal ballast and having the boat remea-



Dust 'Em gives chase.

Tad Lacey and Steve Taft tied this poor girl to the mast, but she didn't seem to mind at all. A gentleman, Taft brought her champagne.



Doug Holm with 3 women wrapped around him with others in line.



sured. "She's considerably faster in light air without having the extra ballast," says Stan, "even though her rating goes up about half a foot." Nothing was being left to chance.

After a sumptuous dinner hosted by the San Diego YC on Friday evening, race day on Saturday broke with two good omens. First the wind was brisker than normal for San Diego, that being to the liking of both the crew and the boat. Second was the chance meeting on the way to the starting line with a powerboat packed with bikini-clad bachelorette partyers. "Hey," *Leading Lady*'s men hollered, "wait until we get back."

San Diego YC was hardly eager to give up the Cup, and as holder of the Cup had several important advantages. One is that they get to place the location of the course on race morning — a potentially big strategic

advantage. Secondly, they don't have to reveal their defender until the firing of the 5-minute gun to start the race.

Dennis Conner was flown back from his 12 Meter program in Newport to help select the proper boat and assist in keeping the Cup in San Diego. Race morning he went out with members of the race committee, sniffed the breeze, and advised them to move the course further south and inshore where the breezes were likely to lighten earlier. But when it came to choosing the boat to defend, Conner may have given his club some bad dope.

The choice was between Malin Burnham skippering *Forte*, a boat that was 3rd overall in the S.O.R.C., is a sistership to fractionally-rigged *High Noon*, and reputed to be a fine boat in a breeze. The other possibility was *Dust 'Em*, a smaller, lighter, fractionally-rigged Peterson design owned by San

Everybody loves a winner.



Diego's Commodore Chuck Hope and Conners himself. Reisch speculates that Conner's 12 Meter syndicate forbid him from sailing the race himself, fearing he might not only lose, but lose to Blackaller who had become his starting opponent on the 12 Clipper. "There's all kinds of politics in this," admitted Reisch. Dust 'Em, however, was not without talent; helmsman was Soling champ Robbie Haines, just one of three Olympians on that crew.

When the time came to choose or get off the pot, Conner reportedly swayed the committee to go with his boat, *Dust 'Em*. After many hours of preparation and god knows how much money invested, the race was virtually over just after the gun. After jousting in circles, Blackaller won the start, and his rocket-to-weather of a charge simply left *Dust 'Em* in the dust. *Leading Lady* gathered a minute lead on the first of three weather legs, and widened the gap as the race went on, never giving an opportunity to challenge.

As *Dust 'Em*'s skipper Haines said, "They had a better start and they were faster, we never had a chance to pass them. In retrospect," he said, "Forte may have been a better choice."

Even with victory looking certain from the beginning, *Leading Lady*'s crew never let up. "Our crew kept concentrating," said Reisch, "sailing as fast as they could make the boat go. They've sailed too many miles to slack off before crossing the finish line." When they did cross the finish of the 13.5 mile course, they corrected out victorious by 2 minutes and 6 seconds, a comfortable margin for that distance.

"Get on the radio, Stan," one of the crew instructed him, "and find those women." He needn't bother, it was as if Providence read their minds, for the boat with the bikinied bachelorettes had suddenly reappeared. The boats came together and when numerous crew members on both sides jumped ship, the party commenced in the most celebratory of spirits. Eventually one young woman found herself tied to *Leading Lady*'s mast, looking for all the world like the spoils of victory.

Back at the yacht club, the winners threw themselves and their new friends into the water and had a fine time prior to the presentation ceremony. 12 Meter and long time Star boat rivals, Conner and Blackaller reviewed the race off to the side. "Geez Tom," Dennis kept saying, "I didn't know *Leading Lady* was that fast!" "Ho, ho, ho,"



John Ravizza and Doug Holm discover that the native women are very friendly, but don't have many clothes.



Tom laughed, "I told you so. Dennis, I told you so!"

Where does *Leading Lady* go from here? The S.O.R.C. perhaps? Stan is transparently non-committal. "Right now we're just concentrating on the Big Boat Series — Lowell North is going to sail with us, god himself! But as soon as we're done with that, we'll make the next decision. However, I do understand there's a new No. 2, and a new No. 3 coming, and that might be an indication something is up, since we've now replaced all the important sails on the boat."

But for now Stan Reisch has returned to the bay area — bringing back co-owner Munro, the crew, the boat, and most importantly — the Challenge Cup.

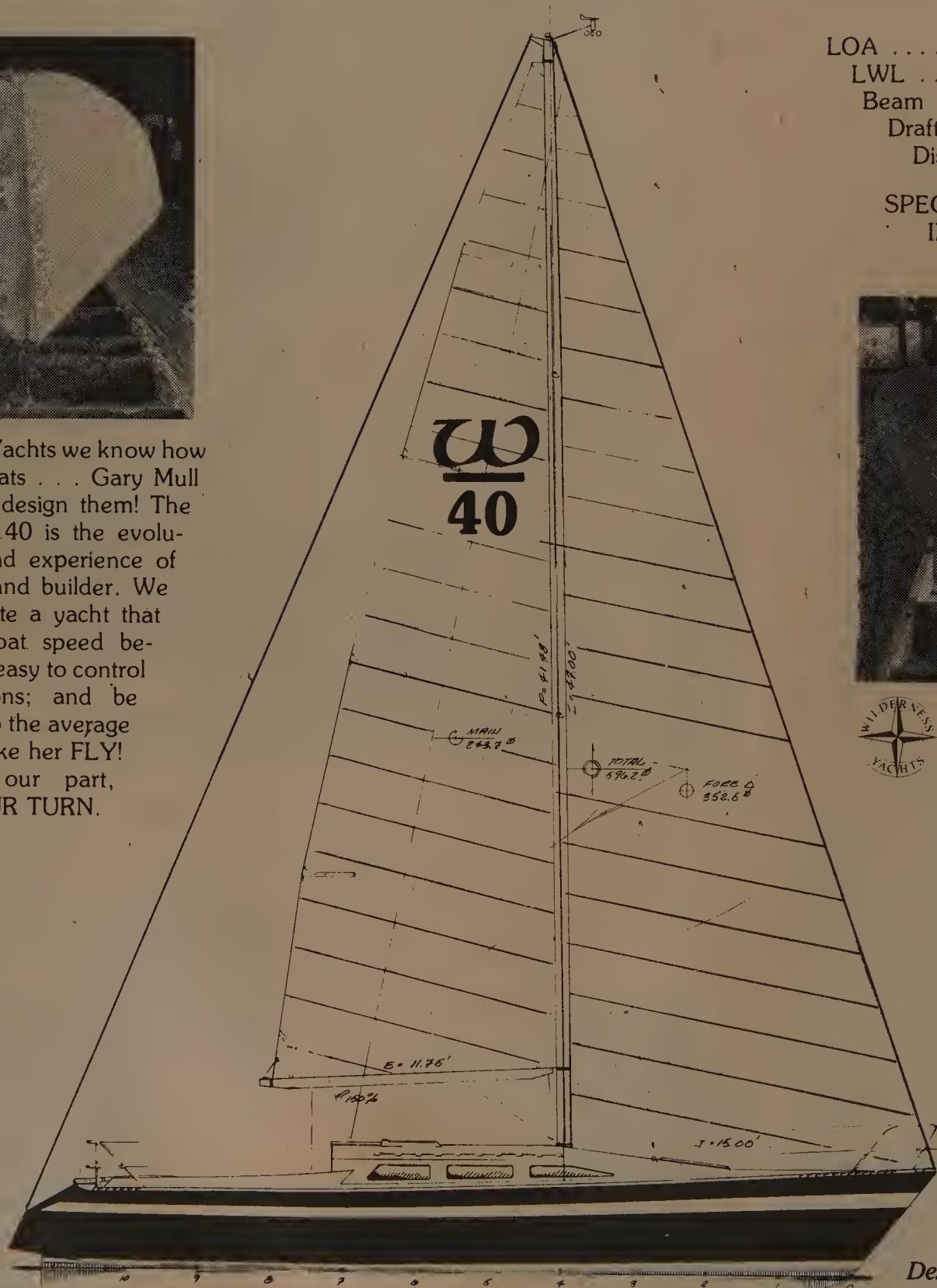
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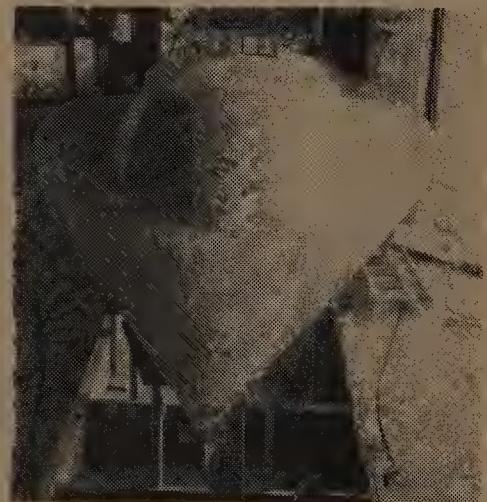


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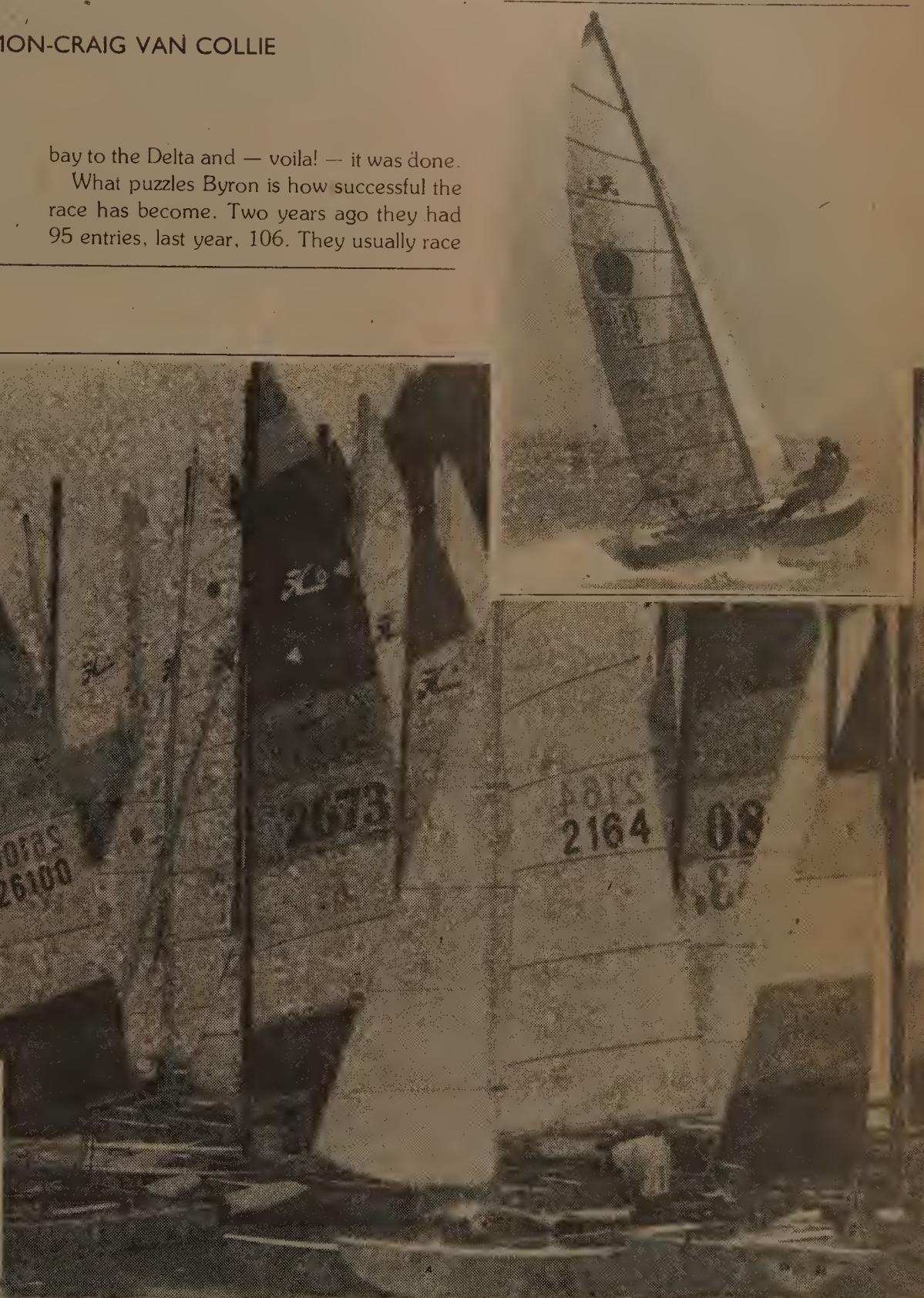
# HOBIE TRANSPAC

ALL PHOTOS BY SHIMON-CRAIG VAN COLLIE

Seven years ago, Byron Jonk and some Hobie 16 buddies came up with the idea for a long race. The Marin airline mechanic recalls someone suggested racing from mid-

bay to the Delta and — voila! — it was done.

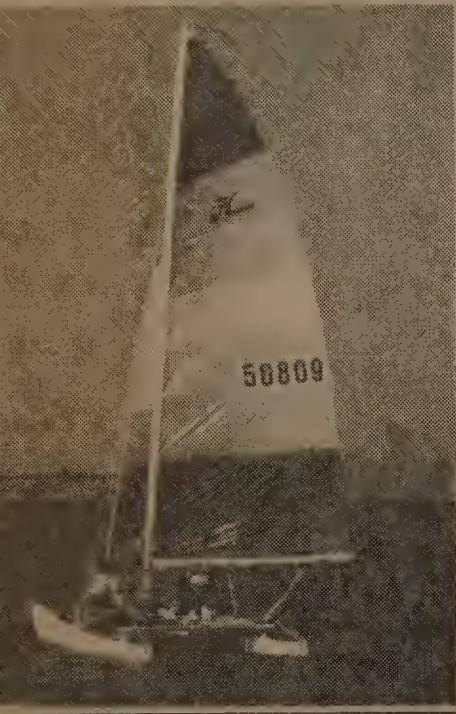
What puzzles Byron is how successful the race has become. Two years ago they had 95 entries, last year, 106. They usually race



in the fall, when the Delta winds lighten up. One year it took 12 hours to make the 55-mile journey from the beach behind Golden Gate Fields in Albany to the finish line near Rio Vista. Fighting the tide mile after mile, and sailing in 90 to 100 degree weather with a wet suit on — well, it gets exhausting.

"There's supposed to be a big party at the end of the race," says the bearded Jonk, "but everyone's so tired they just want to go home. And the next year they show up again, ready to go through it all over!"

This year's homage to Hobie masochism took place July 19. The brain trust figured they'd run the race in some summer wind



Communications weren't all that great to the masses, but still 80 Hobies lined up on the beach, fully battened sails set, beer filled Igloo coolers fastened to the trampolines.

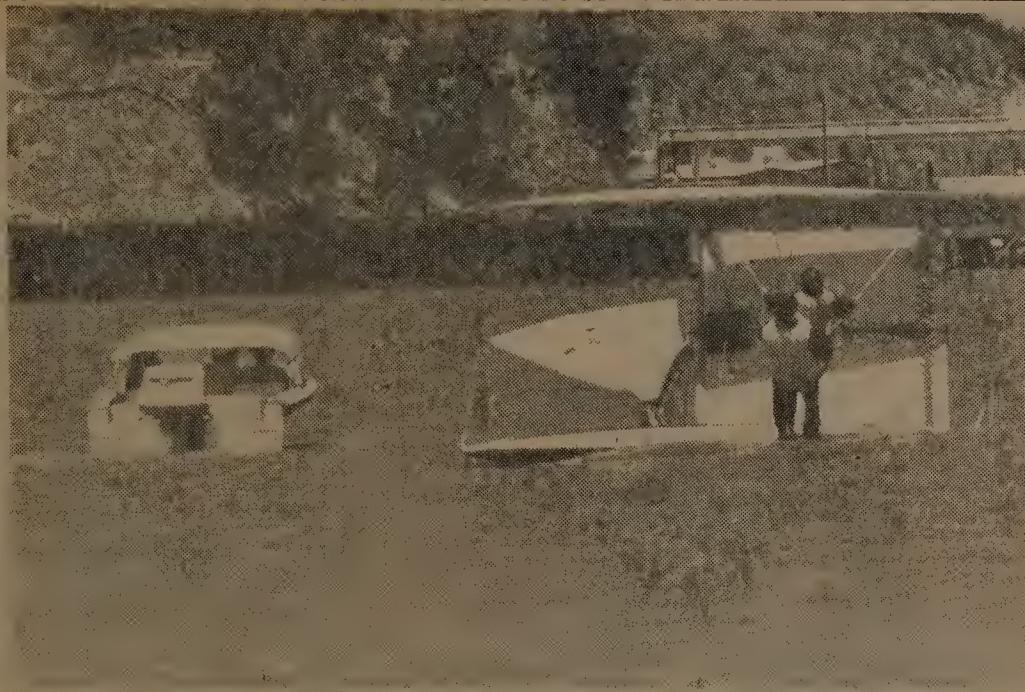
The wet suit entries — male, female, young, old — listened to the Race Committee announcer warn them there was only one crash boat on the course. They were told to take a dime along and the number for the Rio Vista Coast Guard, in case they found themselves stranded. Finally, the emcee issued this warning:

"If you have any doubts about your ability to sail a Hobie in heavy winds for 55 miles, we will gladly refund your entry fee. Oh, yeah . . . Have a Hobie day!"

Five divisions started. One for the single-



# HOBIE TRANSPAC



handed Hobie 14's, three Hobie 16's (most experienced skippers last) and one for the Hobie 18's. The theory behind the inverted staggered starts was simple: to let the faster and better sailed boats catch the earlier starters. Hopefully they'd all get to Rio Vista about the same time.

The foggy 25 knot winds rocketed the fleet off on port tack like so many long distance runners starting the Boston Marathon. One Hobie 18 flipped clumsily before the start and finally cleared the line as a fleet of Santana 22's descended on the starting area. These 'real' sailors watch with amusement as the sun-and-surf freaks left them to pursue some serious closed course sailing.

By the Richmond Bridge the fleet had started its broad reach to broach reach dance in search of speed made good downwind. The 16's and 18's both sail faster when they jibe back and forth, utilizing the slot effect of the main and jib. The single sailed 14's, however, sail best in a straight line. For 55 miles that can get a wee bit boring.

Between the Carquinez and Martinez



bridges, the fleet sorted itself out. Gary and Carolyn Russell, sailing their *Green Apple* Hobie 16 assumed the early lead, but pitchpoled in a puff just before the second bridge. 1979 winner George Machado in his *River Rat* and Brian Boshma assumed first and second. Those two stayed neck and neck for the remaining 25 miles, finishing 50 yards apart. The Russells recovered quickly and stayed in third.

"It wasn't as windy as we had anticipated," said the pixieish blonde Carolyn Russell afterwards. "We're so light we have to rake the mast all the way back in heavy air. In this



lighter stuff we couldn't match Machado's speed."

Winner Machado is a PG&E lineman from Antioch. George bought his Hobie 16 three years ago and says he's never touched the rigging since. He must be doing something right: earlier this spring he won the Coors TransDelta Race, a shorter version of the TransPac.

"All these guys talk about batten tension

and mast rake," said the compact, black-bearded victor. "I just like to sail around the Delta, especially when it's windy."

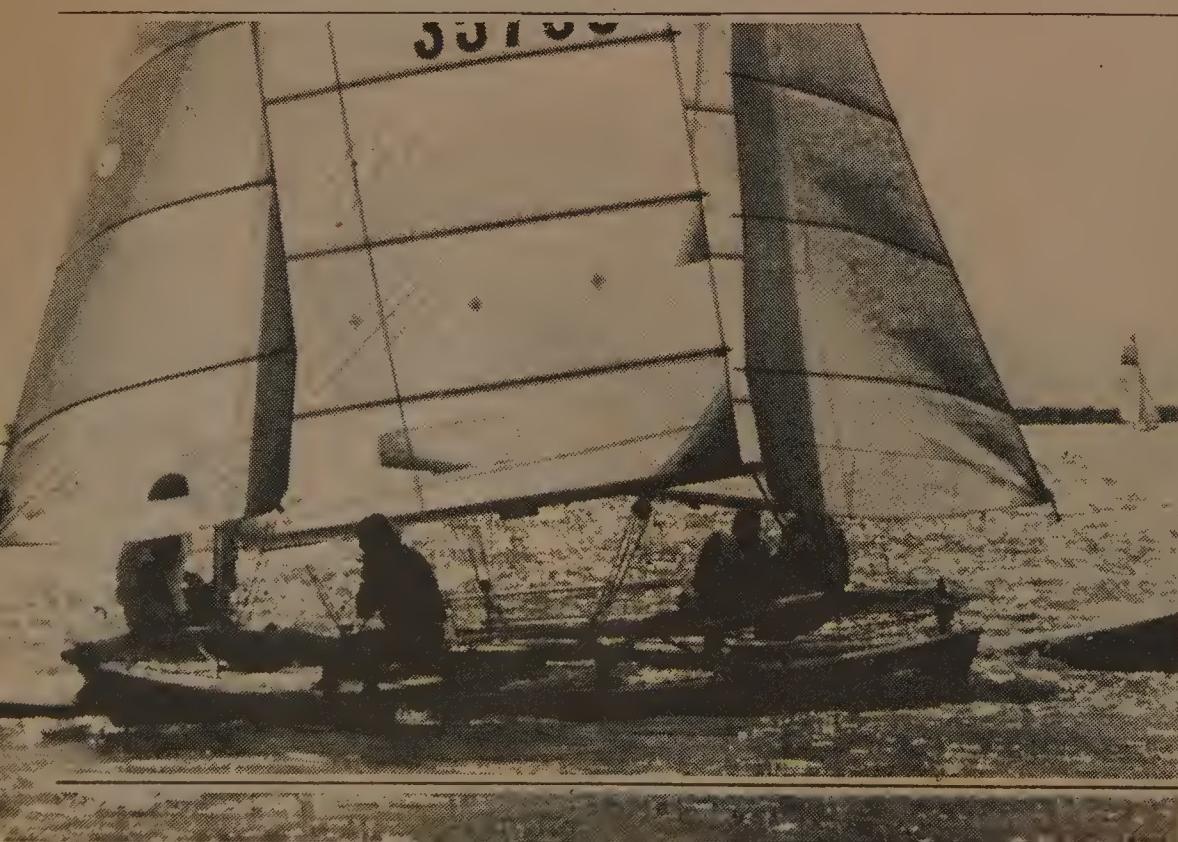
"Last year," Machado recalled, "we took the lead at the Martinez bridge and pretty much sailed away from everyone. This year was really exciting, reaching back and forth against Boshma and just beating him at the finish."

Turning in the fastest elapsed time for the race was the 18 division winner, Dave Roger from Santa Cruz. Roger's five hours and 39 minutes was an hour slower than Machado's 1979 time of four and a half hours, due to lighter winds and an ebb tide over most of the course.

A weary Byron Jock, who crewed for a friend on a 16, circulated at the party afterwards. With beer and hot dog in hand, he traded war stories with the other survivors. All 80 boats finished or were accounted for. Support teams had arrived from Albany with trailers to haul the boats home. The warm Delta breezes ruffled the surrounding trees at Brannan State Beach.

After the trophy awards, the party broke up in the gathering dusk. Byron prepared for the long trip home. He chuckled softly, shaking his head. It still mystifies him why he and the others do it. But he knows they'll all be back again next year.

— shimon-craig van collie



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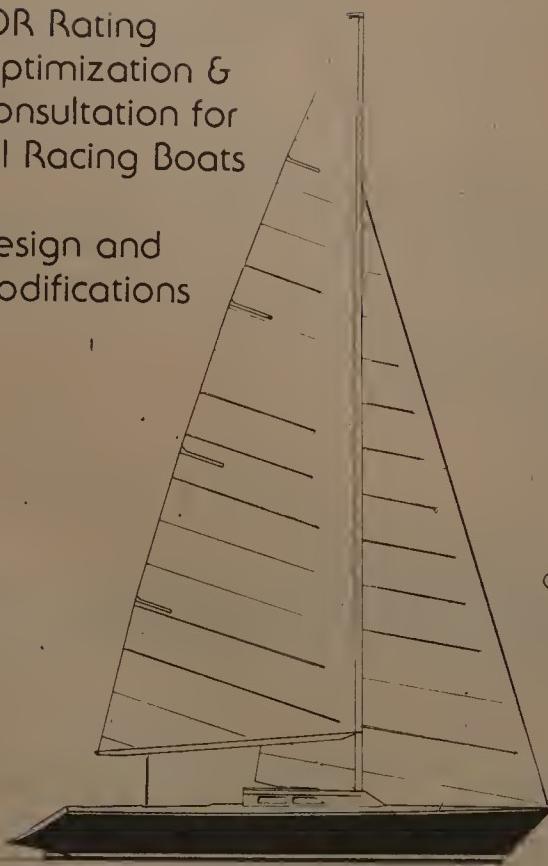
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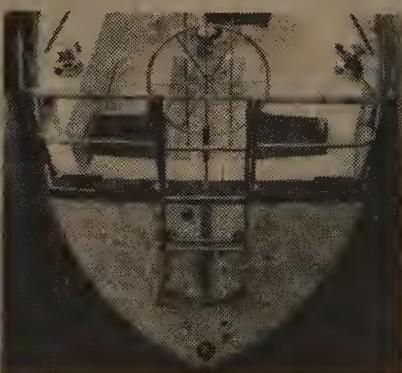
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# MAX EBB & LEE HELM

## The Subject is Surfing.

Human beings are not designed to sit at a desk all day, especially when the sun's out and the wind's blowing. With this in mind I left the office early a few days ago, to catch the first Express bus out of the City.

When I got in line at the Transbay Terminal I was pleasantly surprised to see my naval architect friend Lee Helm already waiting, and she dropped back a few places to say hello.

"Hi Max," she said, accurately assessing the situation. "I see you couldn't hold out until five today either!"

"Not on a day like this," I said. "Is that a wetsuit you're carrying, or is neoprene back in style?"

"It's a wetsuit, all right. I get off at Sixth Street in Berkeley, transfer to the 51M, and arrive at the marina in time for three hours of windsurfing before it gets dark. I'm finally getting good enough to handle the afternoon winds for more than just a few minutes at a time."

"Those things really fascinate me," I said, "One of these days I'll have to try it. But I thought you had to be a gorilla, and a little crazy besides, to sail one on the bay."

"Not really, Max. You just have to hold up your own weight. And now they have trapeze harnesses and specialized high wind

and that you have to be planing besides. But it seems to me from what I've seen ocean sailing that you can get a big push from a wave that doesn't break, even in a boat that never planes. What's going on?"

"That's a question that has a lot of people confused," she answered as she dropped her ticket in the fare box and took a transfer slip, "But I think I can make some sense out of it for you."

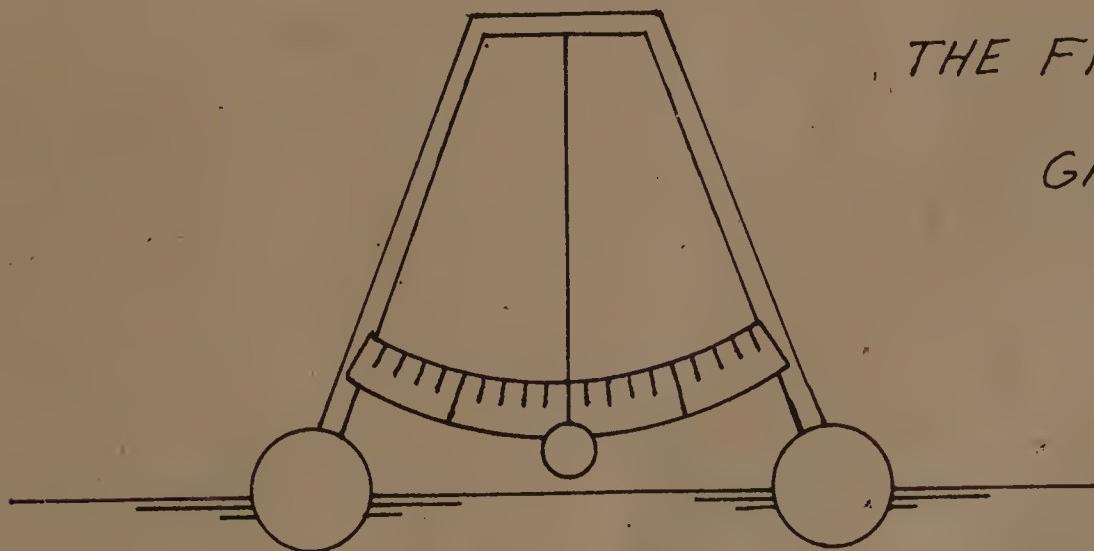
We found seats near the back of the big new "bendy" bus, and she produced a pad and some pencils from her backpack while explaining that there was some background information that I needed to know before I could even appreciate just how confusing the subject really is.

When I was a sophomore taking my first hydrodynamics class, the professor brought us all over to the model tank one day to demonstrate some basic facts about waves. He took a little device out of a cabinet near the tank, and told us that it was called a 'Froude gauge'. It looked like a little bell buoy, with a pendulum hanging in the middle in front of a calibrated scale, somewhat like a clinometer."

She drew a rough sketch of the Froude gauge.

"The professor floated the device in the

## THE FROUDE GAUGE



equipment that's a lot easier to handle than the factory design. You do have to be crazy, though."

"That reminds me of something I've been wondering about," I asked as we were herded onto the bus, "Do you actually surf on the bay, or is it all strictly wind powered? A surfer told me once that it's impossible to catch a wave unless it's breaking, or about to break,

tank, and then walked over to the wave generator. The machine came to life, the big plunger started to move, and a series of nice, round, uniform waves started down the tank towards the Froude gauge. Then he announced that if anyone in the class could predict what the phase relationship would be between the motion of the pendulum and the Froude gauge's position on the passing

# MAX EBB

It seems to me from what I've seen ocean sailing  
that you get a big push from a wave that doesn't  
break, even in a boat that never planes. What's  
going on?

waves, he'd give them an 'A' for the semester (and since most of us had done badly on the last exam, this offer was taken seriously). The guesses ranged from fully in-phase to  $180^\circ$  out-of-phase, with a few students predicting  $45^\circ$  or  $90^\circ$  lead or lag."

"It was a very suspenseful moment — since the group of waves progresses at only about half the speed of the individual waves in the group, there was time for a few of us to change . . ."

"Wait a minute!" I interrupted. "You're telling me that a group of waves moves slower than the waves themselves?"

"Didn't you know that, Max? I thought it was common knowledge. Anyway, I'll have to explain it some other time — it's not important to the surfing problem."

"Okay, let get back to the Froude gauge, or whatever you called it," I said. "What happened to the pendulum when the waves finally reached it?"

Absolutely nothing! The pendulum stayed right on zero, even though the device was rolling considerably as the waves went by. We had to reach in and touch the pendulum to convince ourselves that it wasn't stuck!"

"Now how do you explain that one, Lee?"

limited understanding of the subject.

"They move in a circular path," I answered.

She nodded, and drew a sketch of a series of waves, with circles representing what she called the "orbital" motion of the water.

"Now if something moves along a circular path, what kind of force is produced?"

"Centrifugal force?" I wasn't sure if that was what she was after.

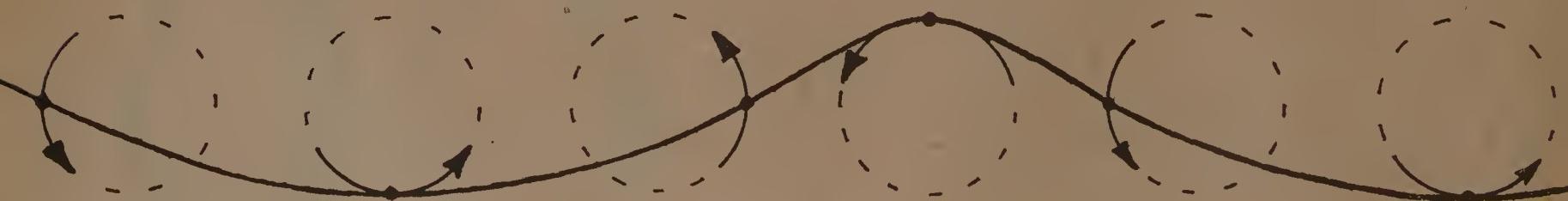
"Good — now in what direction does centrifugal force act?"

"Away from the center of the circle," I said after a little thought.

"Now let's look at the sloping surface of a wave in more detail." She drew sketch number three. "Gravitational acceleration goes straight down, but since the water is moving along a circular path like this . . ." (she drew an arch of a circle through the wave surface) ". . . there is also some centrifugal acceleration that combines with gravity, as far as the water is concerned. The result is what we'll call apparent gravity, which acts at some angle to the vertical, depending on position on the wave. And as it turns out, this apparent gravity always acts in a direction exactly perpendicular to the

tinued, "simply by noting that the pressure is the same everywhere at the water surface. If there was a tangential component to the forces acting on the water, then the pressure would have to change."

"So what you are saying, then," I said



CIRCULAR MOTION OF WATER IN WAVES

"Well Max, what happens to individual bits of water at or near the surface when a wave goes by?"

Fortunately the question was within my

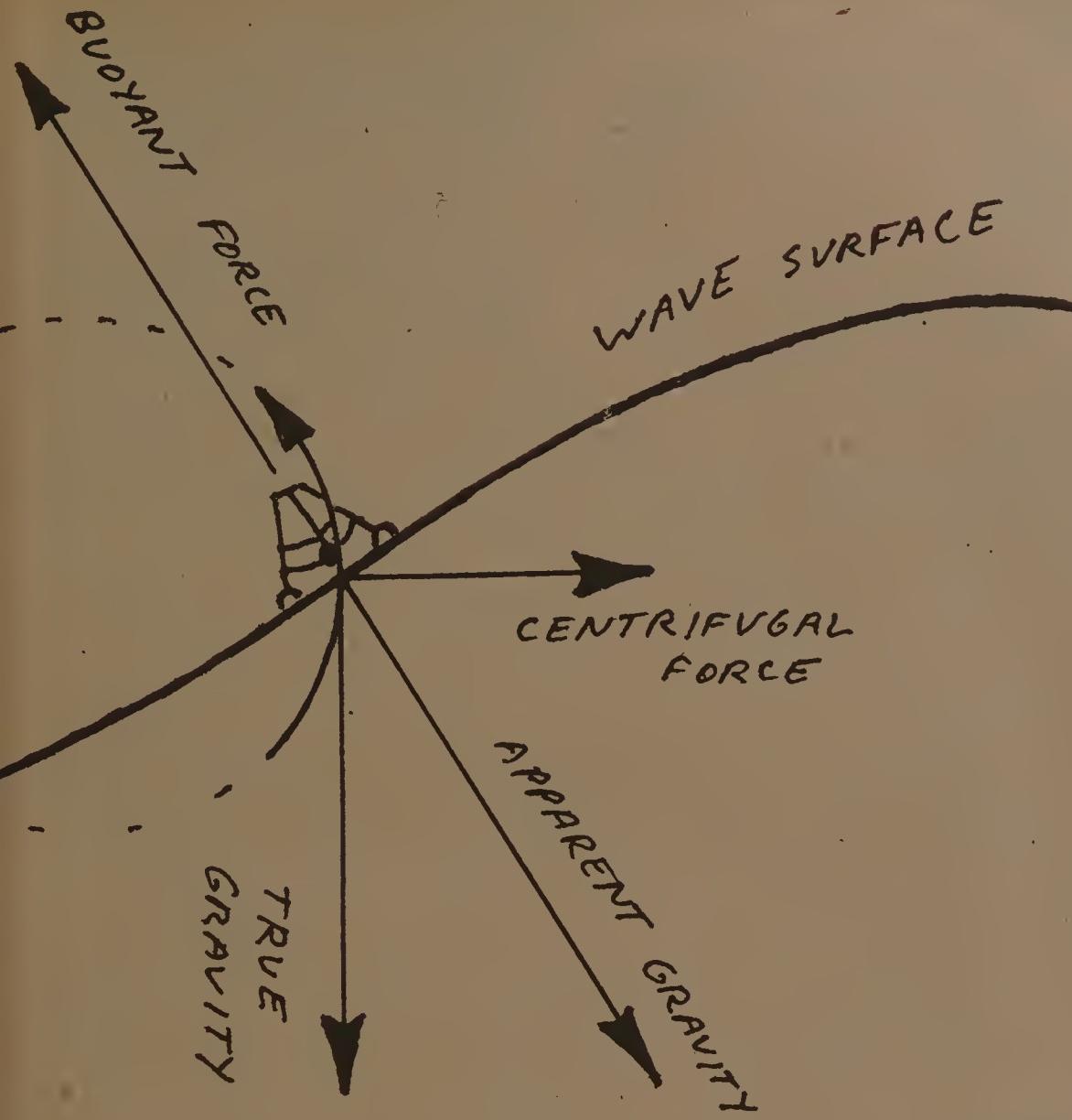
wave surface."

"I think I see," I said, but it was still pretty foggy in my mind."

"You could also prove this fact," she con-

cautiously, "is that on the surface of a wave, it always seems as if gravity goes straight into the surface."

"Exactly — so the pendulum on the



Sketch 3, "apparent gravity".

Froude gauge never moves. Note the buoyancy force is equal and opposite to the apparent gravity force on the displaced water — so the buoyancy force always comes out of the wave at right angles to the surface. This means that a buoy, or a surfer waiting for a wave, or a yacht hove-to, or anything with little or no speed through the water, will just float over the waves with apparent gravi-

ty and buoyancy in equilibrium."

She was quiet for a few minutes while I studied the sketches, trying to absorb the concept. Something about it quite jibe with experience.

"Haven't we just proved," I asked, "that surfing is impossible? You can't surf down a wave if 'down' for you is perpendicular to the surface!"

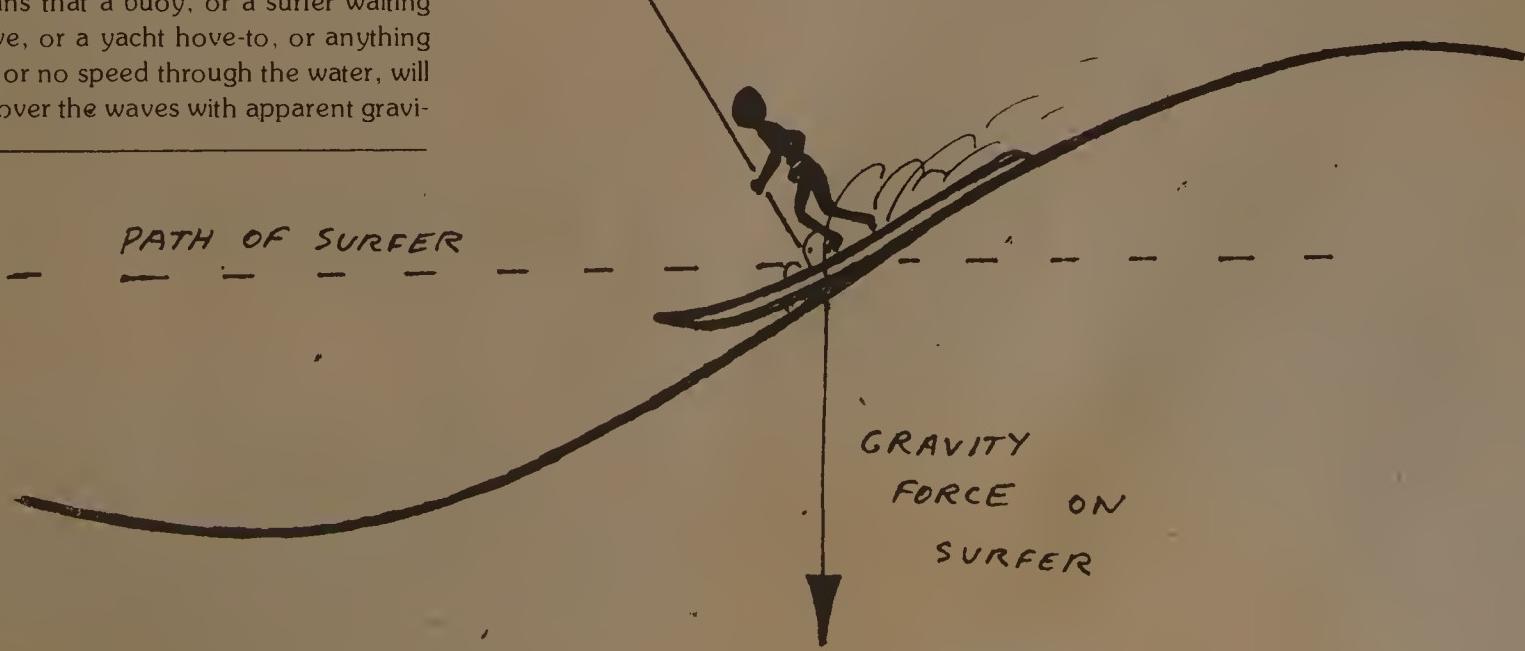
"Now you see why this is a tricky subject," she said. "This is a classic paradox, but fortunately there's a simple solution."

She drew another sketch, this time with a surfboard on the face of a wave.

"Suppose," she said, "that the surfer is moving at a speed equal to the wave speed. The surfer would then be moving straight ahead, with no circular motion, so gravity force on the surfer goes straight down. But the water holding the board up is part of the wave and is moving along a circular path, so the buoyant force will be equal and opposite to the apparent gravity felt by the water — the buoyant force is inclined forward, perpendicular to the wave surface. You can see from the diagram that when you combine the gravity and buoyancy forces there is leftover forward force available — so the surfboard accelerates forward, until the drag balances this out."

"I think I get the idea," I said. "You have to be moving close to the speed of the wave in order to surf."

"Yes — and it's the forward component of the buoyancy force (or hydrodynamic lifting force if you're planing) that provides the propulsion."



# MAX EBB & LEE HELM

By this time the bus had turned north on Route 17, and looking out across the bay I could see a tiny orange sail, moving at maybe 15 knots, silhouetted against the sunlit water. It reminded me of my original question.

"So what happens when you windsurf, Lee?"

"Well, today it looks like I'll be going faster than the waves, so I'll just skip over them from behind. Remember that the windsurfer is the only type of boat around that has a sail that lifts the boat up, instead of pushing downward when the boat heels. In a good breeze, a large portion of my weight is supported by the air, not the water, so the effective displacement-length ratio is down around 50 or 60. It goes to windward on a solid plane. In moderate conditions, I can surf almost continuously on the reaches and runs."

"Does understanding the theory behind it really help?" I asked.

"That's hard to say. The analysis we just went through shows that the forward thrust

Remember that the windsurfer is the only type of boat around that has a sail that lifts the boat up, instead of pushing downward when the boat heels.

available from a wave is roughly proportional to two things: the slope of the wave surface, and that ratio of boat speed to wave speed. It doesn't matter whether or not the wave is breaking, and it holds true for displacement boats as well as for planing types. A boat has to be moving to catch a wave — the faster the better. The only exception I can think of off hand is when a boat is hit by a wave that

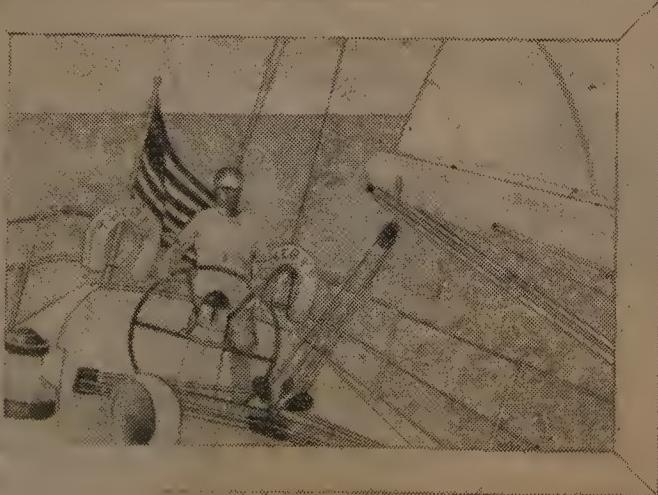
has already broken. In this case you could say that some of the water is surfing down the wave at the speed of the wave, and a relatively light object like a boat is accelerated almost instantly up to wave speed. But a 'broken' wave is losing energy very quickly, so the ride is short — unless it's reinforced by another wave at just the right time. Then you could be in for an unexpected ride! This may be the scenario behind a lot of so-called 'came-out-of-nowhere' waves."

The bus rolled to a stop at Sixth Street, and Lee grabbed her wetsuit, left me with a pad of diagrams, and was off the bus and on the other side of University Avenue just in time to jump on the 51M going in the other direction back to the marina. All that stuff about waves and surfing makes enough sense, but didn't she say something about a group of waves moving only half as fast as the waves in the group? Sound strange — I'm going to watch wave patterns very carefully until the next time I run into Lee Helm.

— max ebb

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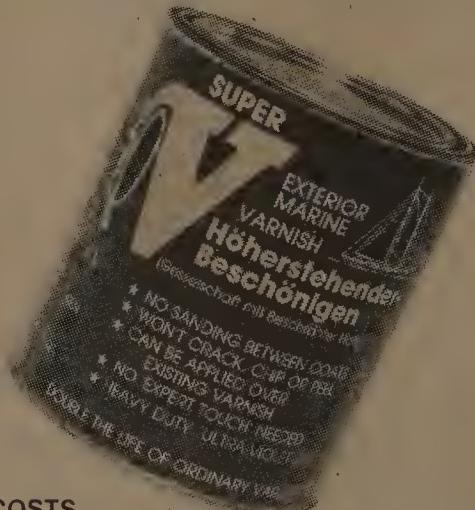
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# NIGHT RUNNER



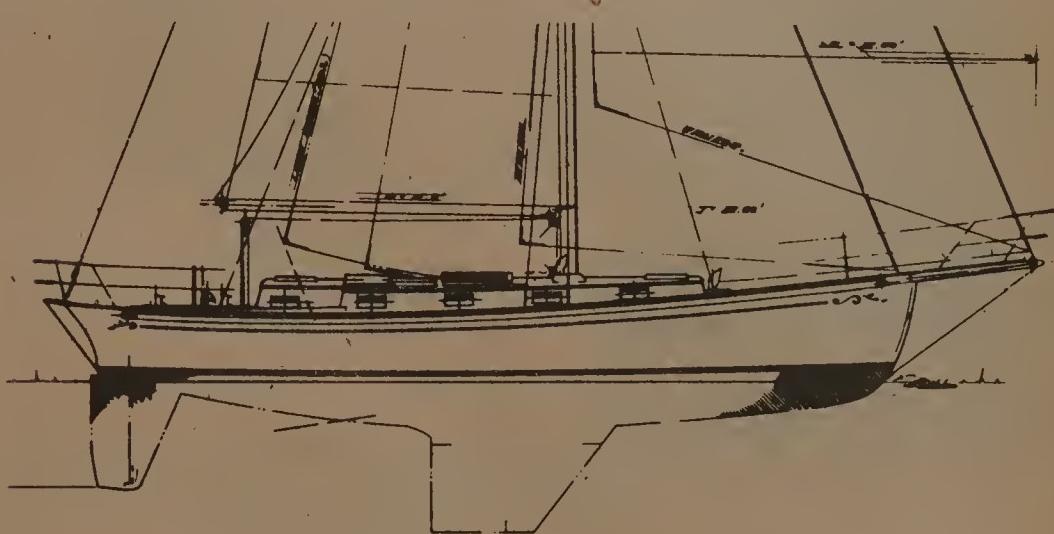
For most of the Singlehanded TransPac, Doug Fryer sat here in the companionway, within easy reach of the autopilot.

In January of 1979 we published an interview that Alan Rutherford of Seattle had conducted with designer Robert Perry. To

help illustrate the interview, we ran the line drawing (at right) with the following caption: "A Bob Perry trademark, the traditional topsides combined with a modern underbody. This 41-footer was designed for Doug

has just made a quick million marketing disco records on late night tv.

The boat, *Night Runner*, showed up in Hanalei Bay after Doug Fryer had completed the Singlehanded TransPac. She was the



The line drawings for *Night Runner*, showing a mixture of the new and the old.

Fryer."

We figured Perry had lost some marbles over the transom, assuming that putting half a traditional boat atop half a modern boat was akin to fitting the top of a Greyhound bus on a Volkswagen chassis. And what kind of guy would commission such a thing? We had him pegged: a guy who lives in Encino, has never sailed or owned a boat before, and

fifth boat to finish, beating all 3 of the Moore 24s. A few days later Doug Fryer and his wife Shannon gave us the tour.

The Fryers, we were shocked to learn, live in Seattle, not Encino, and he's a maritime lawyer, not a tv sharpie. Our intuition quotient hit bottom as we learned this was not his first boat, and that his sailing knowledge and experience is 50 times ours.



At anchor at Hanalei. *Night Runner*'s red cedar hull looks heavy, but is actually very light. She's much more lovely than a black and white reproduction would indicate.

# NIGHT RUNNER



Night Runner's mast is stupendous!

And the boat? She's something else, a tribute to what can happen when the owner, the designer, the builder and the sparmaker get it all together. Beeeeeaaauuuutiiifullll!

Doug started sailing at 16, and spent his formative years on *African Star*, a big Atkins design built in 1949. She was then owned by Seattle sailmaker Rupert Broom, a gentleman who never acquired a drivers license, but who commuted five miles across Puget Sound each day in *African Star*. (Broom, now in his 60's, still commutes across the sound each day, although in a different 45-foot boat). Those must have been great days for Fryer, for when he was able, he bought *African Star*.

She was much beloved by Doug and Shannon, and she served them well. Besides

being as classic looking a yacht that ever was, she was fun to sail, and even earned them two overall PHRF titles in the prestigious Swiftsure Races. But as years passed, *African Star* became increasingly less competitive while Doug was becoming more so. He's sailed five Victoria to Maui Races, the last time being one of a group of charterers who sailed *Merlin* to a new elapsed time record.

So when Fryer went to Bob Perry for a new boat, he wanted the performance of a modern underbody, with a boat that looked like *African Star* on the topsides. We were shown a picture of *African Star*, and from the water *Night Runner* — except for the transom — is a ringer.

The new boat is 42 feet on deck, with a long bowsprit — that's an unusual twist for a guy who's been racing on modern boats. Her draft is a whopping 8'2", and she has a 12'5" beam. Her sail plan is that of a 50-footer, and should be ideal for the light airs of Seattle. There's 1044 square feet of working sail on only 36 feet of waterline! While Doug rows and looks to be in tremendous physical shape, he didn't bring the entire 13-sail inventory. The light and heavy No. 1's and the No. 2 were left back in Seattle. "It takes five of us just to bag them," explains Shannon.

With 12,000 pounds of ballast and 24,000 pounds of displacement, she seems to be of moderate displacement. However much of that weight comes from a heavy engine, big fuel and water tanks, numerous sails, and much cruising gear. Her 1-1/8th inch red cedar hull is actually very, very light, estimated to weigh only 3,000 pounds. The keel is laminated Port Orford cedar, and the horn timber, the centerstructure, and the stem are all one piece. Although you can't



see them, they are claimed to be the prettiest part of the boat.

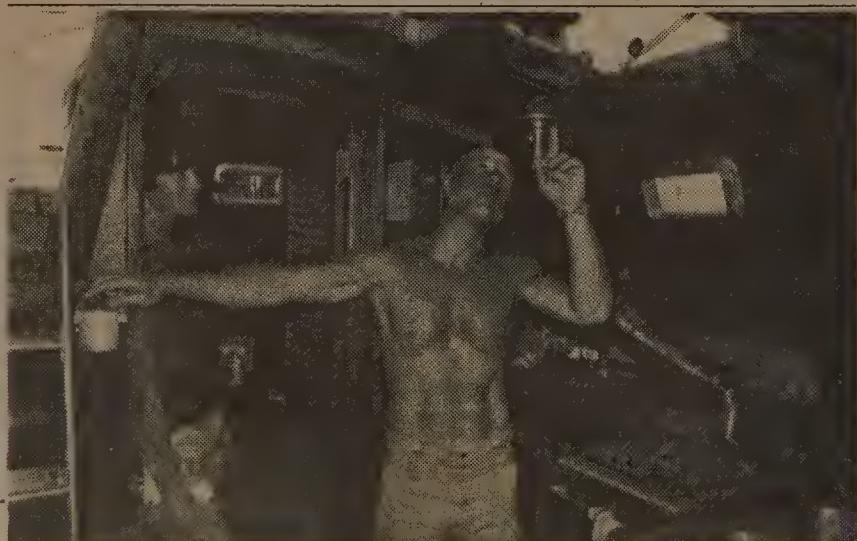
It was a rather unusual project, in that Fryer worked closely with Perry, and had a good number of fixed requirements going in. The relationship with the builder, Robert Cecil Lange, was even more unique.

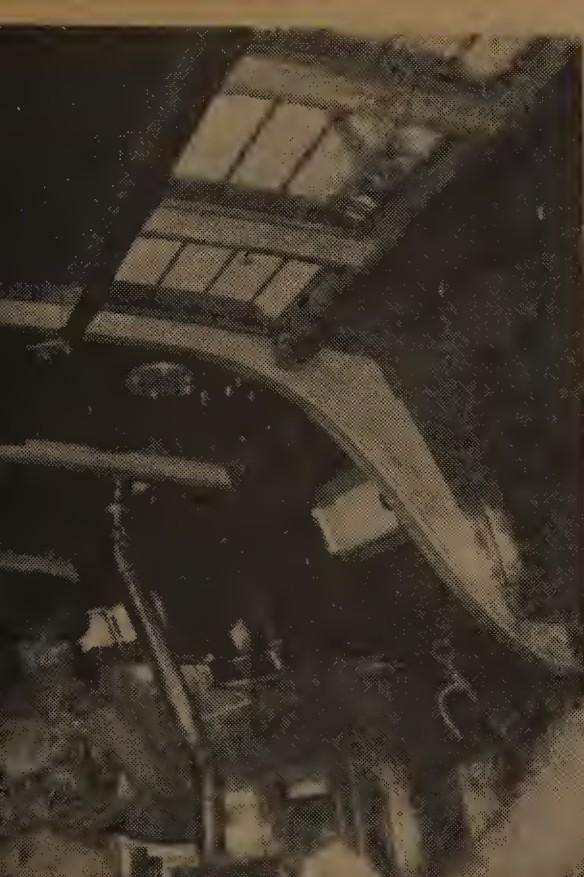
For all intents and purposes, Lange built

The Dickerson Adriatic diesel stove is not gimbaled, but works fine.



While cooking, Doug could look through a hatch and monitor the spinaker.





The laminated ring frames encircle the boat. Overhead lets in a tremendous amount of light.

the boat himself. Fryer guesses Cecil did 90% of the work himself, and there was no outside labor until the very end when cabinet makers were hired to do the trim, the doors, and the sole. Fryer, however, actively worked on the boat during the entire 18 months of construction, as did his crew, and helped contribute to the 6,000 man hours necessary to complete the boat.

Doug claims there was no way he could afford the boat, other than by doing some of the labor himself, and was in on it from the beginning. Shannon remembers, "We spent two weeks lofting the boat, and that was really fun, Doug, Cecil and I. We set the jig right up on the lofting for the keel, right on its side, and just took the laminations and painted both sides with glue, and set them up with clamps in place. Sixteen laminations in the stem, 8 in the keel, and probably 30 back aft in the stern timber. There were 32 laminations in the quarter knees, a prettier part of the boat you'll never see."

After 18 months the miraculous happened; the boat was done and the owner didn't want to murder the builder. "I couldn't say enough good things about the guy, frankly," says Doug. And Shannon, who worked in a boatyard for several years as a finisher claims, "Lange was worth three normal people, I've never seen anything like it, the guy was just great!"

Thinking back over the whole project, Shannon says, "It was a tremendous amount of fun and satisfaction being part of the project. It was very hectic, very busy, but well worth it. You only do it once . . ."



At this point Doug interrupts, and without cracking a smile, says "Well, certainly not

very often." Spoken like a true sailor.

— latitude 38

Big wheel, big winches, big cockpit, biggest boat in the Singlehanded TransPac.



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# MARINE MARKET PLACE



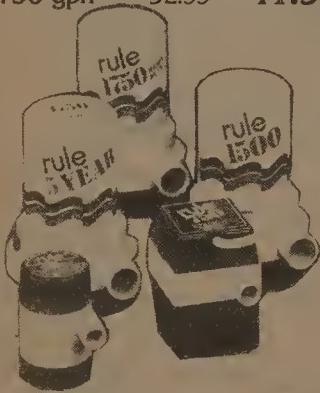
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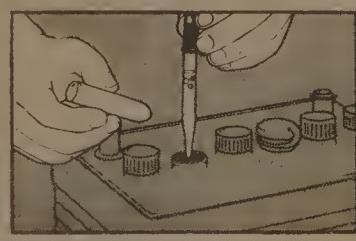
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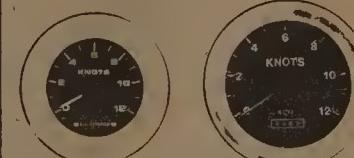


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## CHAPTER TWO; IN WHICH TWO I.B.M. EMPLOYEES SEEK ADVENTURE IN ROBIN GRAHAM'S OLD "DOVE"

So I lied. At the end of the last article, I said we would be the least experienced cruisers in the south Pacific, but at least we'd be there. We won't. Hurricane Celia put an end to that. Two hundred miles out of Cabo San Lucas, absolutely and completely becalmed, we picked up the warning. Celia was southeast of us, and moving northwest right across our planned course.

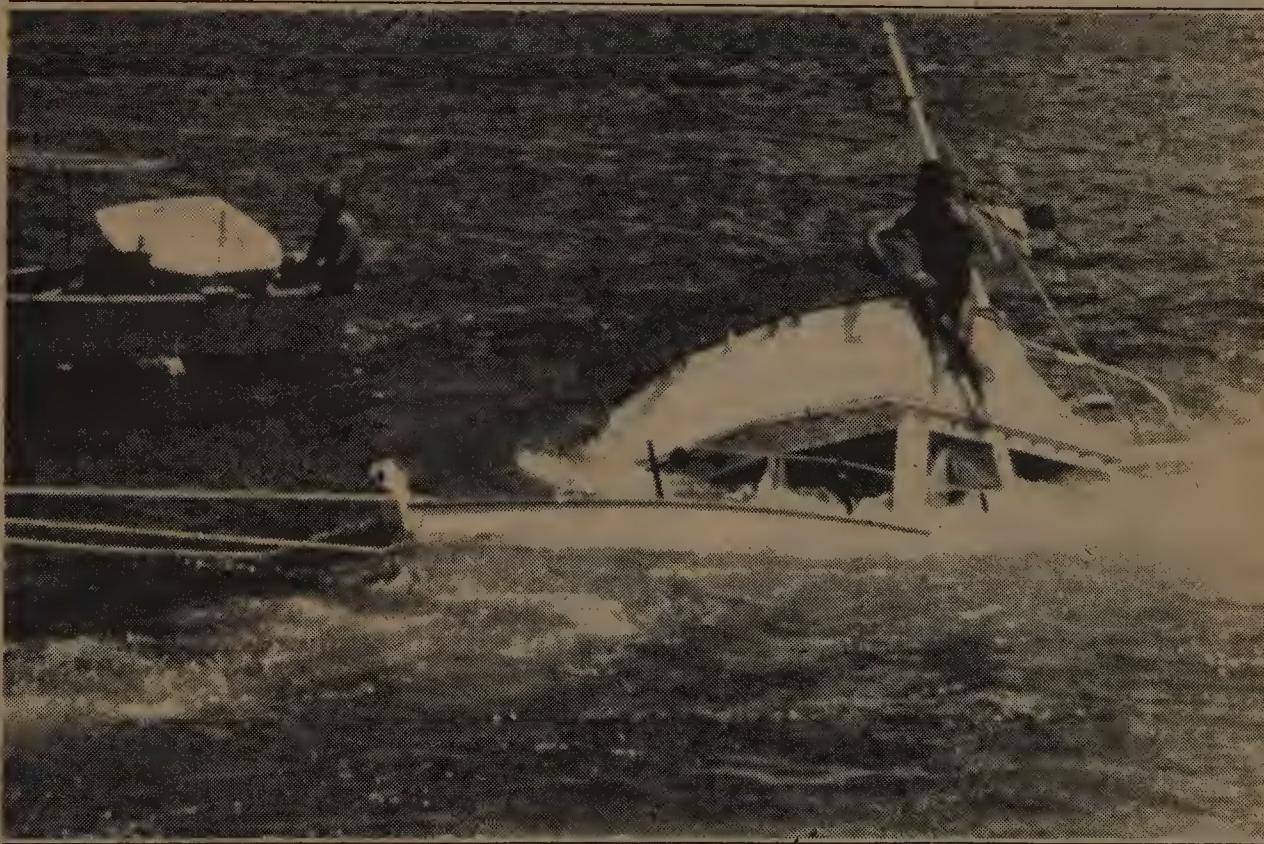
We sat around for a while trying to figure out what to do, consulted Ocean Passages and an article we had cut out on hurricane avoidance, and started motoring due east, figuring we could pass behind the hurricane. After about 12 hours the wind started to blow and began to pick up strength. WWV said "gale force winds one hundred miles out from the center" so we decided to head northeast to get as far away as we could. We

south Pacific and headed back for Cabo.

We had been out for almost a week and had steered in various directions for varying lengths of time. Betty took a couple of sextant shots and announced the course to Cabo and predicted the time of arrival. She was an hour off, and right on course. I won't doubt her navigation again.

We knew before we started it was a little late in the year to try the trip, and a couple of things delayed us even after we were under way. Our old bugaboo, engine trouble, caused innumerable delays and is still giving us problems. Who said diesel engines are reliable? Every cruiser we have met has had problems with their diesels, including one guy who supports his cruising by fixing other people's engines.

We also lost a week waiting for a friend



Powerboat cruising  
in Baja.

sailed on the wind in 25 to 35 knots winds for about 24 hours, in good-sized waves. It would have been fun except for the worry that wind might get stronger.

After things calmed down and the storm was safely to the west of us, we had a conference. It was late in the season, and storms had been coming through about once a week. We figured it was at least 700 miles to cross the normal storm track. It just wasn't safe, so we abandoned our plans for the

who was to meet us in Catalina and go to Mexico with us. Pressure of business got in the way, and he couldn't make the trip.

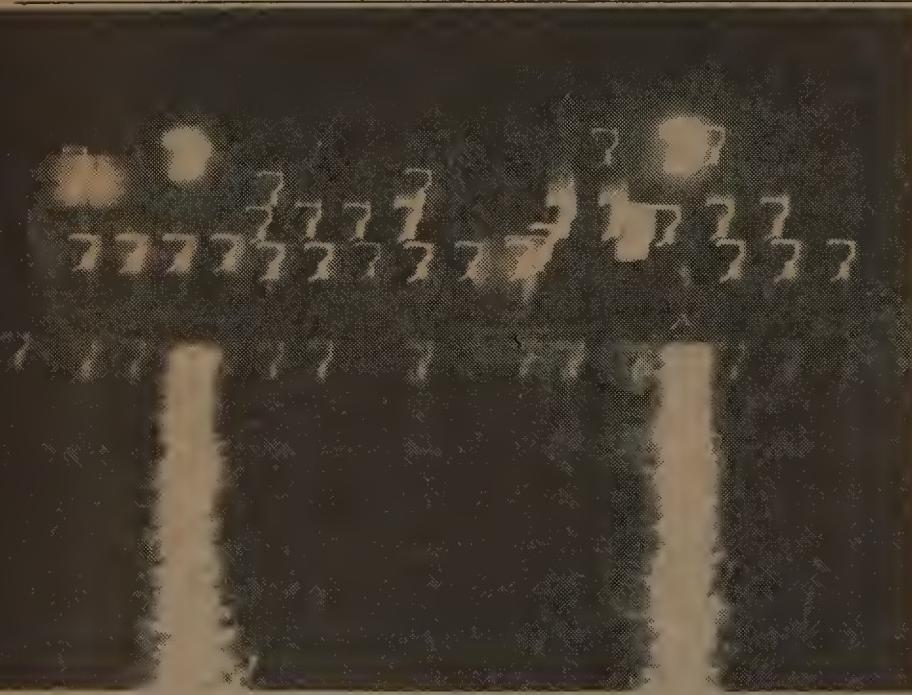
The third week we lost was due to a more exciting reason. Shipwreck! We had met a woman whose wooden Grand Banks 32 had been laid up in Cabo for three months awaiting engine repair. It was finally fixed and a local guy had been promising for about three weeks to take her up to La Paz, but always had some excuse. We were still

# INNOCENTS ABOARD



planning on the South Pacific and thought it would be fun to see La Paz before we went. We set out one morning, and I was up on the flying bridge when I noticed the in-

fisherman showed up to take Betty, Margaret (the owner), and her parrot Lefty off. Two guys jumped on and we tried a bucket brigade, but she was down by the



Left: Los Arcos Hotel in La Paz on Saturday night taken from out at anchor. The noisiest cruising strip in the universe.

struments weren't working. I went to the pilot house and those were out too.

While checking the fuses I glanced into the forward cabin and saw about two feet of water. After shouting to Betty to turn back to Cabo as we were only about five miles out, I got on the bilge pump. It was useless; she was rapidly filling. We decided to head for the inner harbor and put her on the beach as there was no surf running in there, but we still had several miles of beach with pretty big surf to get past. We got on the radio and a tender from a big yacht and some local

bow and water was coming in faster than we could bail. She sank right off the beach and I swam in, picking up as much floating gear as I could salvage. She drifted into the surf and started pounding. To make a long story short, we hired a powered barge to pull her off and towed her submerged to the inner harbor. After much travail, local divers raised and caulked her and she was towed to La Paz where she is awaiting repair.

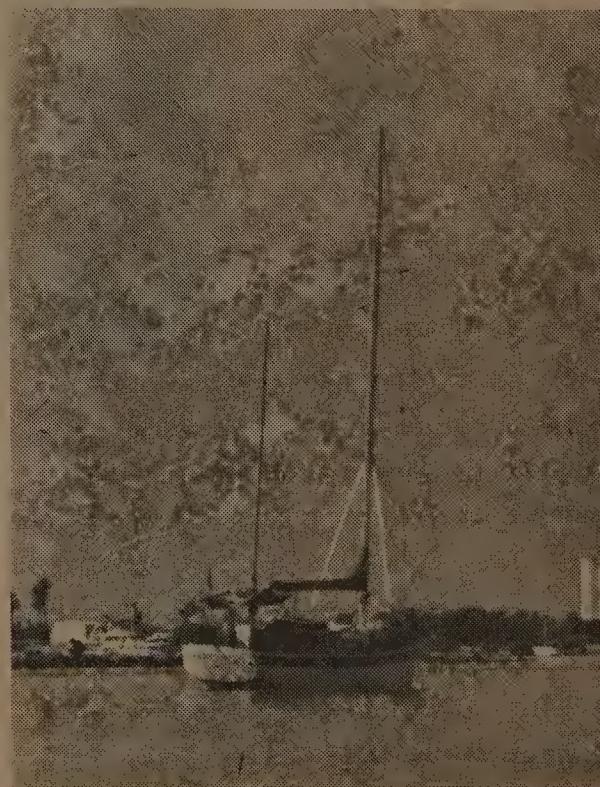
Between writing reports to the Mexican Navy, the insurance company, and the Port Captain (which had to be translated into

Spanish at our expense), we lost another week.

The owner gave us her salvaged outboard engine (Johnson 1.5 HP) and it's been a mixed blessing. It's like Urbanczyk said, "For every piece of gear you add, you need at least four to support it." We now carry gasoline, 50-to-1 mix, a motor mount for the inflatable dinghy, spare spark plugs, shear pins, etc., etc. Buying each of these in Mexico is an adventure in itself. It is a lot easier if you can get everything together in the States before you leave.

But it hasn't all been problems; we have had some real good times, too. Three boats went from La Paz to Isla Partida anchorage at the north end of Espiritu Santo Island and organized a diving/scrounging expedition. When we were done we had fish, lobsters, rock scallops, conch (my hands were purple for a week!), crabs, and limpets. We made some dinner! Broiled the lobsters and some of the fish, and everything else made a super Bouillabasse.

We had been sitting around La Paz for a couple of weeks making repairs and waiting for parts and getting a little restless, so we organized a race, the First Annual Pichilingue Cup. Three boats turned out and we had a lot of fun, we also learned something. Boats sitting around a harbor tend to deteriorate. Everybody had some kind of trouble getting underway: frozen blocks, spinnaker pole fittings, roller furling gear, anchor windlasses, etc. I'll bet a gallon of WD/40 was sprayed before the start.



Anchoring in La Paz is interesting. The boats all do the "La Paz Waltz". The wind and currents are always changing and even similar boats anchored nearby will lie in different directions. We've seen five boats facing every point of the compass and constantly move around. We had been anchoring with a Danforth 22S, and 3/8" chain and have never dragged, but were told that everybody who has ever dragged in La Paz was using a Danforth. The last time I upped the anchor, the chain was wrapped tightly around the stock and flukes and it was a wonder it held. I've changed to a 35-pound CQR plow and don't anticipate any trouble.

Cruising in the Sea of Cortez in the summer gets pretty hot. With our dark grey 'Treadmaster' decks we quite often get over 100° inside the boat. Most of the cruisers have elaborate awnings that cover from the mast back over the cockpit. We didn't bring one so we have rigged a five-foot-square piece we had, from the boom to the lifelines. We have to shift it to the other side as the sun moves or the boat swings, but it helps. We have also installed a 12-volt electric fan which is worth its weight in gold.

Early on in the trip we hadn't been running our engine enough to keep the battery charged and with the addition of the fan and a VHF radio we are using a lot more electricity. We hate running the engine to charge the battery because it is noisy and heats up the boat. Someone told us about a nifty trick. You can install a wire bypassing the voltage



regulator so the alternator puts full power into the battery. You need a switch to control it and a hydrometer to monitor the battery so you don't overcharge it. We now run the engine only one-third as much as we used to

1. Not enough time sailing on the ocean. We can't answer that as yet we've only come down the Pacific coast and had one week at sea on our aborted trip to the Marquesas. I agree a lot of experience would be

Above: Larry with dinner.

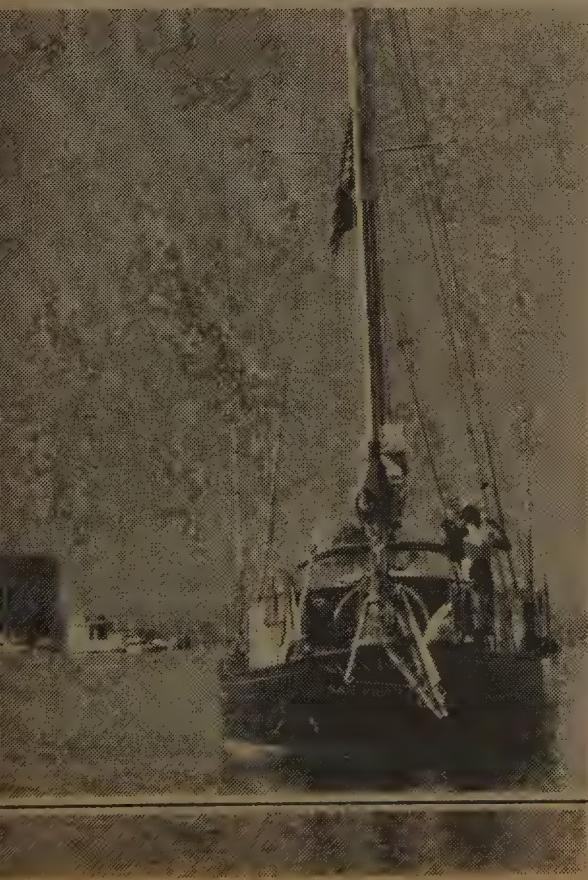
Right: Isla Partida fish camp, one of many in Baja.

Left: La Paz Waltz

and it does the trick.

In the 'Changes in Latitudes' column on our trip, *Latitude 38* saw four main areas for potential problems.

helpful, but it's a little like not getting a job because you don't have experience and you can't get experience because you don't have a job. We just went with what we had and



# INNOCENTS ABOARD

haven't regretted it so far.

2. No VHF radio. You were dead right. When we called for help from the sinking Grand Banks it sure proved the value of a radio to us. We had one airfreighted down from the States, and I installed it as soon as we got here.

3. Uncertainty about the availability of CNG stove fuel. I have to fall on my sword on this one. We spent a few hours going over Dove with the previous owners when we bought her. We thought they said she uses CNG. What they must have said was "We were planning on changing to CNG." Before we left we got the parts to convert the stove to propane just in case. When we went to top off the tanks, we found out she was using propane after all. The first tank lasted from early May until the end of July and was easily refilled in La Paz.

4. Problems with the windvane. The windvane works beautifully from on the wind to a beam reach. Beyond that we haven't been able to get it to steer closer than 20° on either side of our course, but three previous



Mercado in La Paz.

owners put 50,000 ocean miles on it, a lot of them singlehanded, so we feel it must work and we can figure it out.

We haven't planned on cruising Mexico so we didn't have many charts, but Tradewind Instruments in Alameda responded quickly and completely to our credit card order and we are now all set. We plan to sail north from La Paz as far as Santa Rosalia, then across the Gulf and maybe as far south as Mazatlan or Acapulco. The south Pacific idea is still there, so we are considering heading for Hawaii for a few months before coming back to the bay area.

So far, as inexperienced cruisers we've covered a lot of water and overcome a multitude of problems. We've bled diesel engines, installed a fan, a radio and antenna, serviced winches and dealt with Mexican officials in some trying circumstances.

Buit we've also had some of the best times of our lives and made many good friends. The cruising life is going to be very hard to give up at the end of our year.

— larry rodamer

## FANTASIA 35



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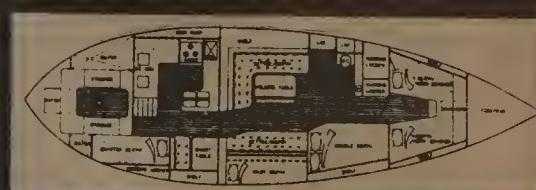
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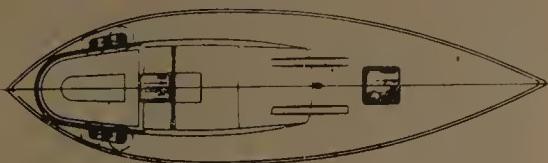
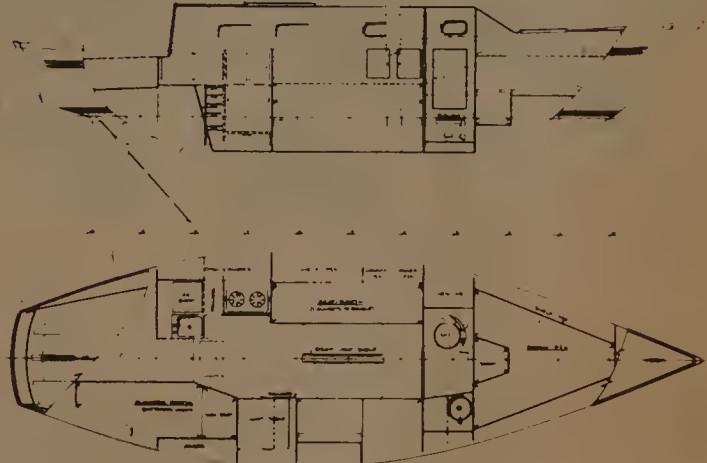
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# MORA

"I dreamed I was in surfer heaven. It was the sweetest dream of all." So rhapsodized *Critical Mass*' John Dukat after apologizing to the tune "Hillbilly Heaven".

Dukat's dream was actually the brisk winds that piped up off Pigeon Point during July 4th's Annual MORA Long Distance Surf from San Francisco to San Diego. "The wind picked up enough to make the surfing easy, and then continued to come hot (30 knots) and cold (18 knots) for the next two days."

Green, whom they owed over three hours, was sticking tough, still in sight some 24 hours later off of Conception. "Sporting Green, oooooooohhhhhhhaaaaaaiiiiiieeeeee, I was impressed," said Schuman. "I'm sure a lot of it had to do with Corlett, but they were doing a real nice job, and they were on our tail for a long, long, long time."

Sporting Green eventually did themselves in by taking a more direct rhumbline course after Conception, heading inside San

were going, but we hit our best speeds the first night. The next afternoon we were getting really good waves, but the seas were getting confused, so it was really hard to drive. It was nice and windy, but cross waves would get you, and there were some waves you just didn't want to go down, ho, ho, ho, the hole was pretty deep down there, and you'd think, 'I don't want to go down there.'

"What do you do in that situation?" we asked him, "just plow on through?"

"I guess so," he said without conviction, "at least that's what we did."

Hard-driving has its rewards, and *Sorcerer's Apprentice* sailed to both first place and an all-time San Francisco to San



PHOTO BY JAY SCHUMAN

Crum, Collahan, and Rowell.

And while Dukat and crew were giving their best, it wasn't enough to keep up with Chris Corlett.

Small boat ocean wizard Corlett had a new Santana 23 daggerboarder *Sporting Green*, Pat Vincent on the foredeck, and a hot crew. Jibing all night long close to the coast, the 'Sports' only took the chute down once and were regularly pegging the speedo at 18 knots. That kind of speed would get you first in almost any race, but in the MORA Long Distance Race sometimes that's only good enough to provide incentive for the real winner. That's what happened this year.

Jay Schuman on the Santa Cruz 27 *Sorcerer's Apprentice* took off down the coast in close company with the J-30 *Bubba*, and *Sporting Green*. Dusting the J proved no problem, "We ate that 30 up the first half day, they were like molasses trying to pull the bottom along with them." But *Sporting*

*Clemente Island to San Diego. By doing so lost the wind and perhaps the race. Schuman, who had made that mistake while finishing 4th last year, chose the longer, windier course outside the island. "We chose to sail 520 miles, rather than the 480 mile course."*

Schuman and his hot crew had a great ride. "The race was grand! It's such a pleasure to have that wind, you can hear the gusts coming from behind you and you just hold on and the boat just goes wwwwhhoooooooooooooshhhhhh. We would come down off some of the 10 and 12 foot waves and just be blazing!!!!"

Nevertheless, *Sorcerer's Apprentice* might have eased up on the pedal if it hadn't been for Corlett's pressure, because it was getting hairy by the second day. "We crash jibed once, throwing an almanac on the speedo's circuit breaker, so I don't know how fast we



# LONG DISTANCE RACE

Diego MORA Long Distance Race elapsed-time record. Their time of 66 hours and 20 minutes (7.2 knots average) beat the old record of 69 hours, 54 minutes set by Del Hutchinson's Moore 24 *Banana Republics* in the howler of 1978. Schuman and Sorcerer might well have finished in 59 hours had it not been for encountering the notorious evening calm off San Diego. Corlett too stagnated at the end, taking 6 hours to sail the last 8 miles, leaving him with a close second. Veteran MORA Long Distance Racer, Franz Klitza took third in *Bloody Mary*, another Santa Cruz 27.

The irony of it all was that *Sorcerer's Apprentice* was not the leader for most of the race; that distinction went to *Passing Fancy*.

This Olson 30 probably had a 4 hour lead at Nicholas Island where they lost their rig in a jibe. (The only other Olson 30, *Collage*, dropped out of the race near Point Pinos for undisclosed reasons.) Schuman figures the bigger Olson is a little bit harder to steer, but "if they've got a real hot stoking driver who can go all night, they'll just 'waterline' you. If the Olson's got an average crew that can't drive full force through the night and might have to shorten sail, the easier-to-steer, more responsive Santa Cruz 27 can win." Schuman's not about to take chances. "Next year I'm going to have to take something different, because if the Olson's don't drop their rig, they're going to beat you."

Damage in the race was kept well under

PHOTO BY WAYNE COLLARHAN



Schuman hits San Diego in style: cap, sport coat, white shirt, tie.

Surfing down the coast.

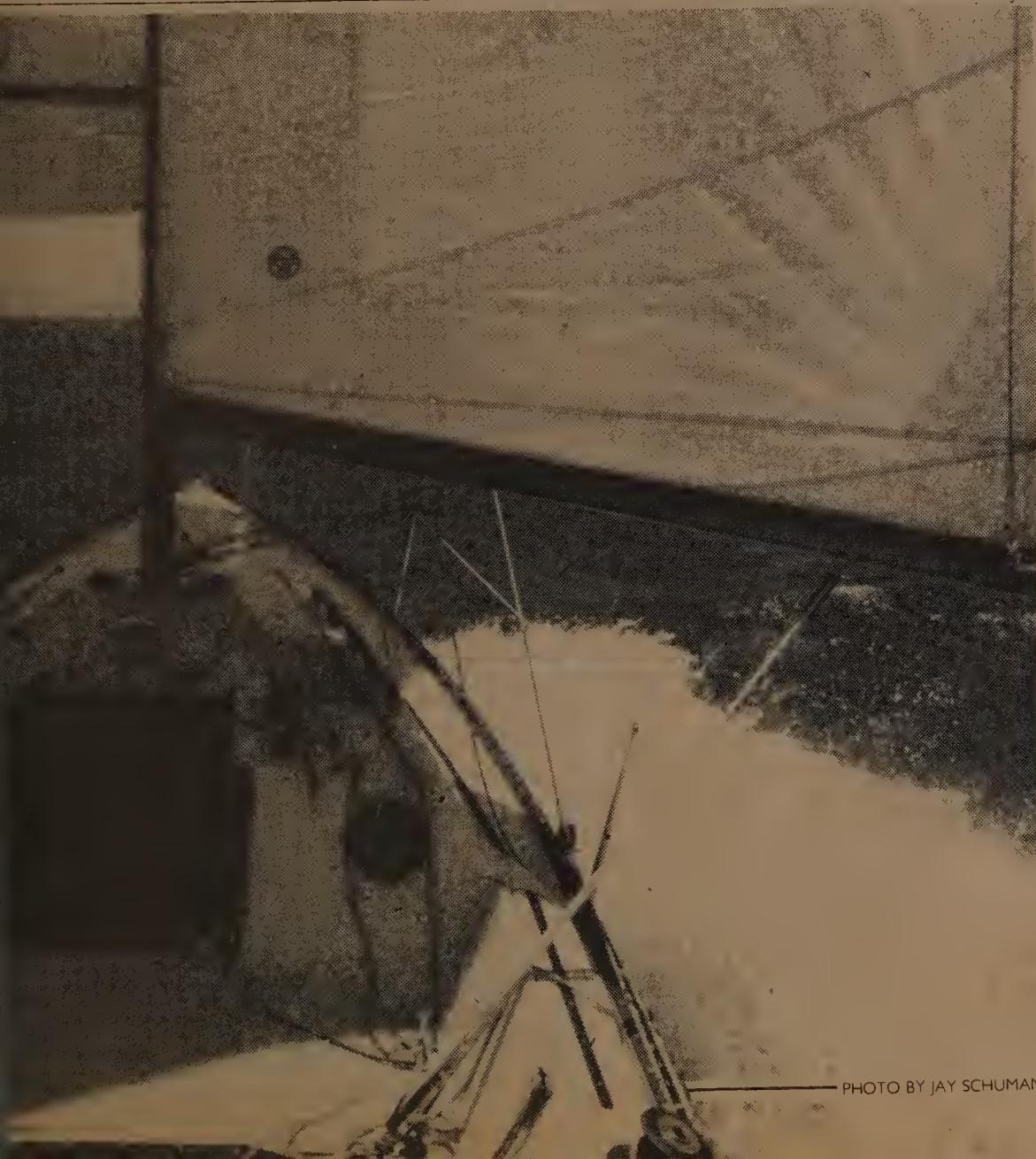


PHOTO BY JAY SCHUMAN

control: *Passing Fancy* lost a mast; the Moore 24, *Wet Spot*, broke a boom rounding-up with tight preventer but managed to splice the spinnaker pole to the boom in an hour; *Sorcerer's Apprentice* broke her spinnaker pole but had a second ("you're dead without one in this race"); and John Wright's Yankee 30 *Hurrah*, lost part of her rudder off San Nicholas. It proved not beyond the repair capabilities of the crew, however. They shortened sail to get behind the island, where crewmember Jim Fair went over the side and sawed the offending area off. They continued to the finish, managing a 17th.

There were 24 boats entered, 2/3's of them ultralights. The first non-planing boat was Alex Malacorto's Yankee 30, *Rocinante*, in 8th place. In deference to the inherent differences in boats, particularly for this always windy downhill race, there will be two divisions next year.

The Long Distance is finally getting on southern California's race schedule, so hopefully they'll be greater participation from down there next year. *Sparrowhead*, the only southern California entry this year, took 10th.

- latitude 38

John Dukat created the 'debriefing chart' that appears on the following two pages.

# MORA DEBRIEFING

**Name:** Sorcerer's Apprentice  
**Boat:** Santa Cruz 27  
**Crew:** Schuman, Crum, Collahan, Rowell  
**Designer:** Bill Lee  
**Maximum Speed:** 15kt +  
**Average Speed:** 7.2kt

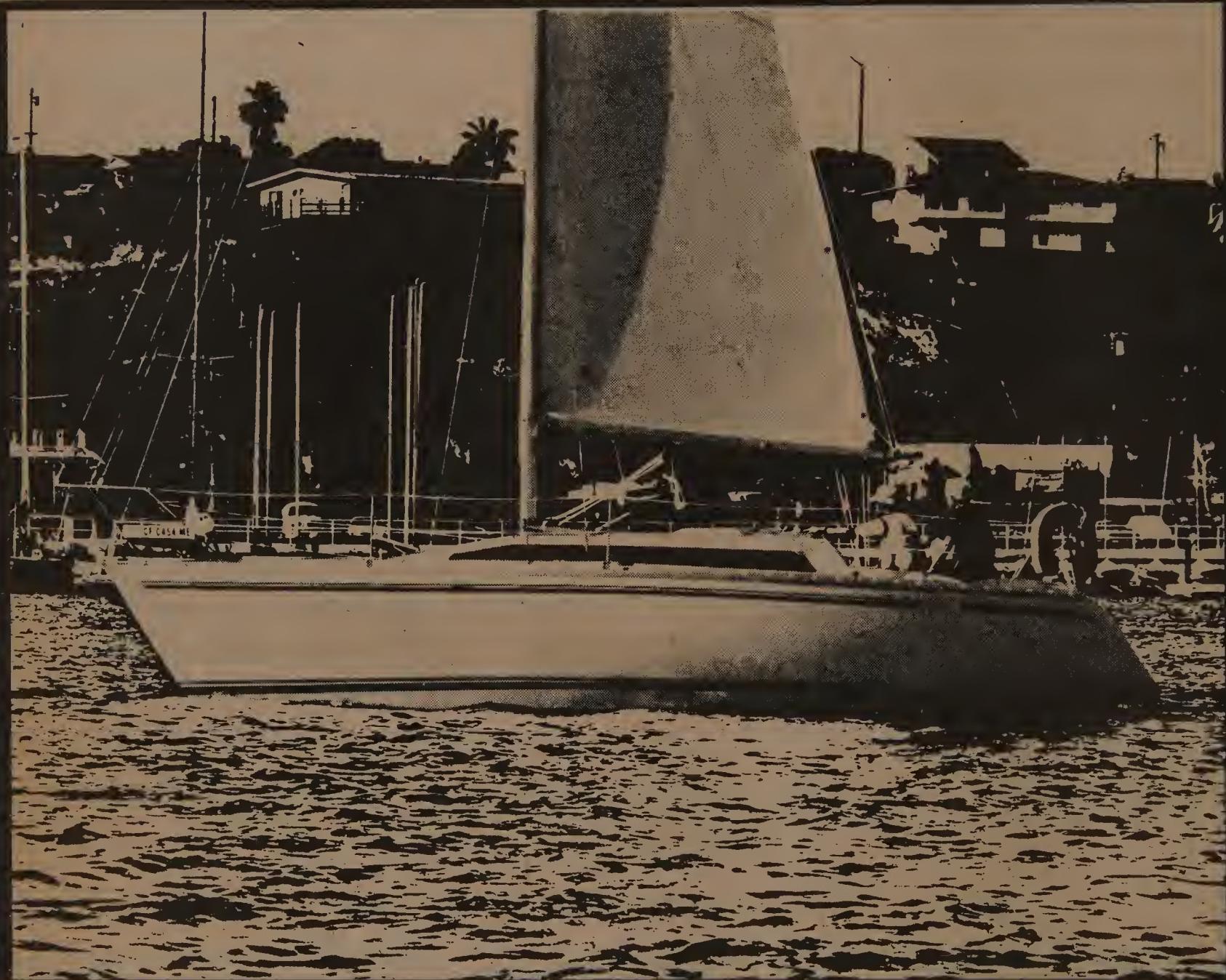
**Name:** Sporting Green  
**Boat:** Santana 23  
**Crew:** Corlette, Vincent, Bonovich, Paxton  
**Designer:** Turner  
**Maximum Speed:** 18kt +  
**Average Speed:** 6.7kt

( 1.) Why did you lose/win?	Perseverence. Corlette was our inspiration. He was right behind us on the first day.	Second place — "We went inside at Clemente."
( 2.) How did you go?	Outside the Islands, we took an offshore jibe going down the coast.	Rhumbline— jibing on angles going down the coast. Inside San Nicholas inside Clemente.
( 3.) Any special preparation?	Brought an extra spinnaker pole.	Food and Nav. equipment, weight to minimum — only two sleeping bags, each man had foulies and a change of clothes. First aid kit specially prepared.
( 4.) Who did your navigating?	The Ayotollah Carum and RDF.	Corlette and Loran-C.
( 5.) Who did your heavy air driving?	All of us.	Corlette, Paxton, Bonovich, Vincent.
( 6.) What went right?	Sailed the correct course.	Sailed the shortest distance, good tactics.
( 7.) What went wrong?	Made it into the (San Diego) hole too late or we could have had a 59 hour finish time. We had a hopeless start (last?) and had to re-round.	Discovered a hole off Catalina and it took us six hours to do the last eight miles.
( 8.) What did you eat?	We had the best food — Chioppino, gourmet goodies, fresh vegetables and Meyer's Rum and tonic.	After two TransPacs I have freezedried food. We ate two meals a day, midday and evening, usually boil bag chicken or steak stew with rice and vegetables plus sandwiches, cookies, dried fruit, 1/5 Bushmills, 1cs Heinekens, Grand Mariner.
( 9.) Coming back next year?	You bet — in a bigger, better and drier boat, for sure.	?
(10.) Comments	Just had a lotta fun.  "I would advise all sailors doing this race to choose their foul weather gear carefully. I got the worst case of boat butt possible."	Fast race, not that light . . . We pushed the boat very, very hard the whole way. We had a crew and set a record for togetherness.

<b>Name:</b>	Bloody Mary	<b>Name:</b>	Summertime Dream	<b>Name:</b>	Critical Mass
<b>Boat:</b>	Santa Cruz 27	<b>Boat:</b>	Schumacher Custom	<b>Boat:</b>	Mancebo
<b>Crew:</b>	Klitza, Barry, Berard, Gosling	<b>Crew:</b>	Schumacher, Owens, Chidester,	<b>Crew:</b>	Mancebo, McCafferty, Dukat, Klitza
<b>Designer:</b>	Bill Lee		Antrim	<b>Designer:</b>	Mancebo
<b>Maximum Speed:</b>	15kt +	<b>Designer:</b>	Schumacher	<b>Maximum Speed:</b>	15kt
<b>Average Speed:</b>	6.5 (app.)	<b>Maximum Speed:</b>	15kt +	<b>Average Speed:</b>	6.1kt
		<b>Average Speed:</b>	6.3kt		

3rd. The other boats sailed harder.	4th. We didn't use IOR ratings.	5th. The wind got awfully light off San Diego at the finish.
Went out from the Coast to 55 miles, cut inside Nicholas outside Clemente.	Close to the Rhumb line outside of the Islands.	Outside all the island and also about 20-30 miles off the Coast.
Practiced with the crew beforehand especially jibes. Got a good crew.	Good crew, light weight, optimized under PHRF, carried J-24 spinnakers.	Compass rosettes on all the major RDF stations for quicker plotting: lightweight: new 1/2 oz. chute.
Franz et. al. and a RDF. Some celestial.	Steve Chidester and Loran-C.	Dukat, McCafferty, Mancebo and RDF.
The crew.	"S.O." (Scott Owens) et. al.	Primarily Ian Klitza and Mancebo.
Didn't break anything, lost a blooper bag.	"Loran-C is awesome."	Carried a chute at all times.
Nothing. Franz got sick.	Blew off the masthead fly at Mile Rock, compass light broke, tillerhead loosened up (10° of play while surfing at 15kt).	Between Clemente and Nicholas we got kelp stuck on the keel.
Seal-a-meal, Mom's home cookin'. Ate only about half of it, juice, granolas.	Spaghetti/stew really good.	Goulash, Continental Kitchen dinner, melon, cherries, dried fruit, Bud/Coors, Russian Cognac, biscuits and Marcia's cookies.
Thinking about it ordered a couple of new sails.	Yes, if I get a new 1.2 oz. chute.	"Yup."
"It was windy," about the same as the last two years, beautiful race, very enjoyable, clear air all the way.	Beautiful sail. Best long distance race I've ever been on.	"Anyone of about 10 boats were favored and just about all of them stood a chance at winning it. All the entrants were well prepared and well sailed and I'm sure regardless of the standing they all had a good time."

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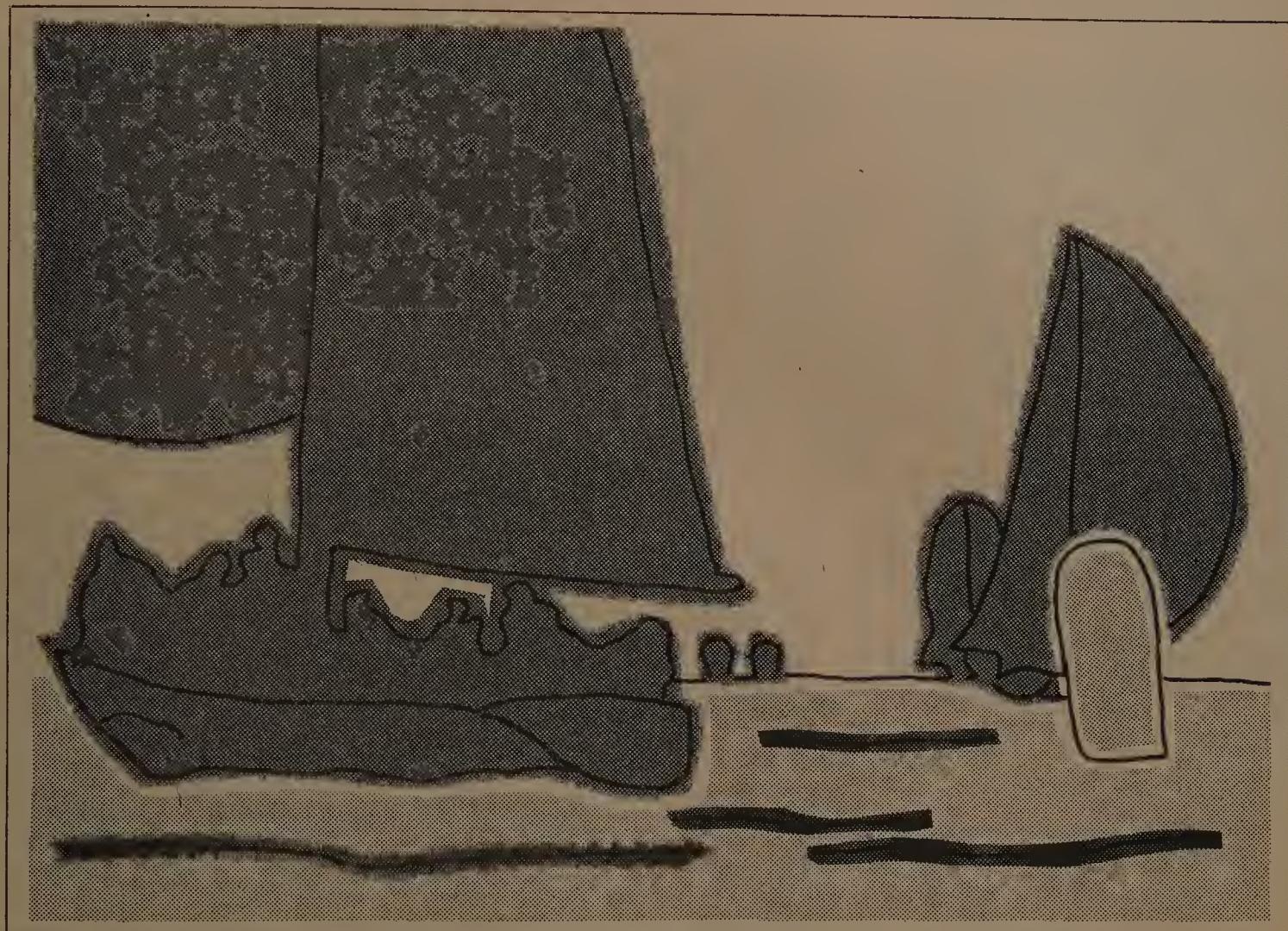
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# SAILING WITH HENRY



Henry Ryan knew a lot of trades to earn money by. He was a carpenter, painter, plumber and mechanic. But mostly he was a carpenter and a painter because they were the easiest (or you might say the least hard) for him to work in around his sailing.

I sail too, and even though I had seen him around at yacht clubs and sailing on different boats, and eventually sailed on the same boat with him, the first time I met him was at work.

Henry was a very good sailor, and he was as good at his work as he was at sailing so it wasn't hard for him to get hired. His only problem were the bosses that knew him. Henry had an unpredictable habit of quitting work to go sailing. Sometimes it might only mean not showing up on Friday so he could take off early for the weekend, but other

times it might be the Tahiti Race or something like Antigua Race Week down in the Caribbean and nobody could tell when he'd come back from things like that.

Anyway, Chris was one of the bosses that knew Henry, and he was not the kind of guy you'd call *joyful*. He had a big ugly nose, a thick full beard, didn't talk a whole lot, and was serious about his work. He also had a good build and was always walking around with his shirt off. You probably wouldn't think he'd hire a guy like Henry unless you

knew that he and Henry went back a ways together, and that Henry, who was older, had taught Chris a lot of stuff about carpentry back then.

When he saw Henry coming he smiled and said, "Oh, shit."

"Hello, Henry."

"Hello, Chris."

"Lookin' for work?"

"You guessed it."

"Okay. Talk to Mike. He'll get you going on something."

"Great. How much do I get?"

"Eight."

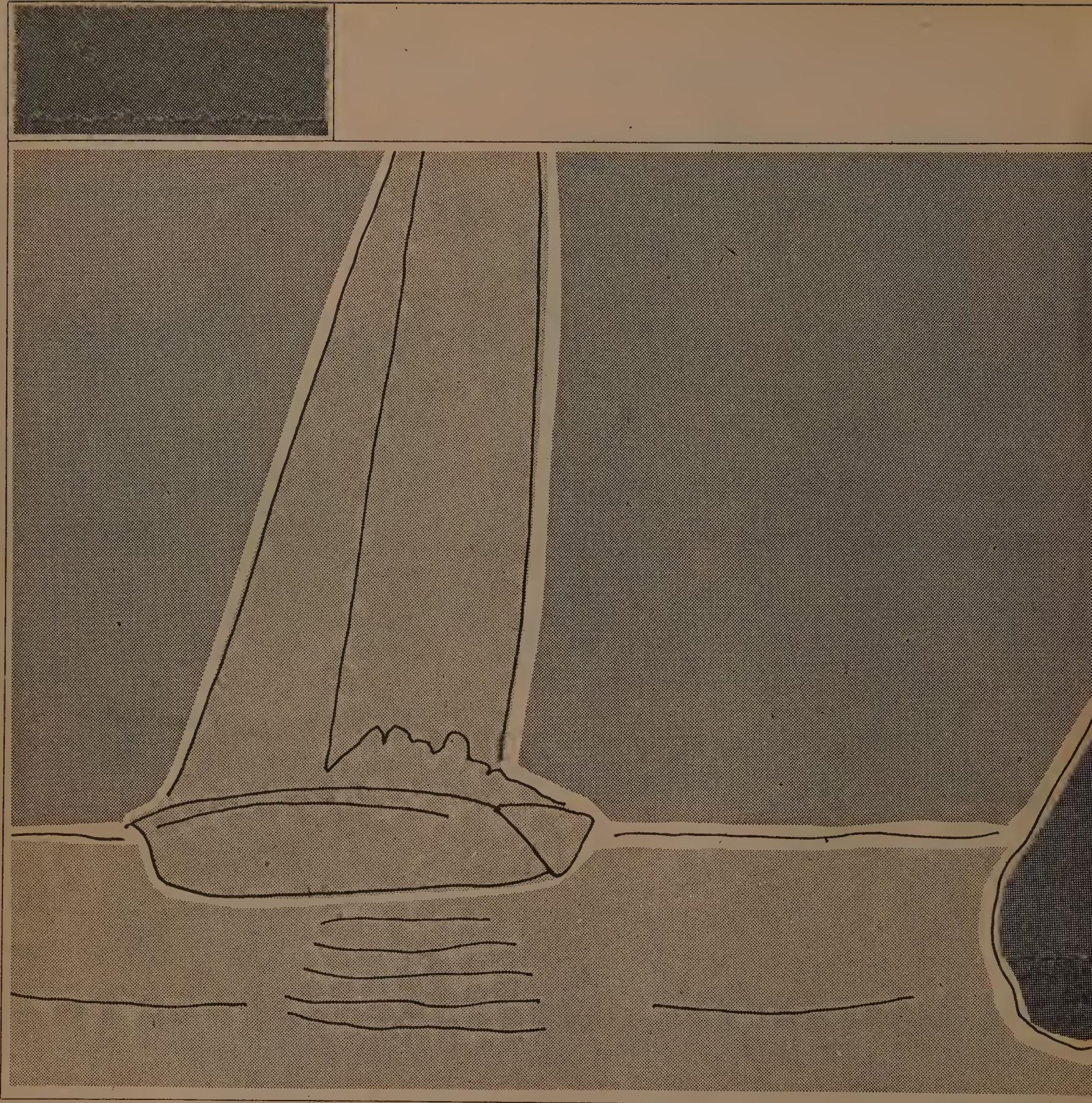
"Oh, come on Chris."

"Allright, nine."

"Thanks, Chris."

"Yeah, right. Get to work."

Henry turned and started walking over to



Mike, but Chris just stood there, not looking at anything and thinking. "Henry," he said. "What?"

"How about telling me how long you're here for."

"Uh, okay." Henry looked as though he had a problem. "Uh," he said again. "how long do you figure to finish the house?"

"By the end of September."

Henry looked relieved. "Sure," he said. "I'll be here right through September."

**B**ut, and of course, Henry was not

there "right through September" and the house was not finished on time, either. Henry left on the fifteenth to go on the Victoria-to-Maui Race and the rest of us worked on the house for three more weeks. Chris was pounding nails when Henry told him he was leaving. He stopped, rolled his eyes, said "Shit Henry" and went back to work.

During those last three weeks I used to kind of joke to myself about that once and awhile; "right through September" I would say to myself and laugh a little bit. I had to

hand it to him though; he had gotten his paycheck and he had also gotten to go sailing. Still, I didn't see his conversations with Chris to be anything more than just talk and I didn't think that Chris would every hire Henry again. I was pretty young then, and now I'm not so sure about that.

I have to admit that I did miss the guy after he left. Henry and I used to work together a lot and he always kept me hopping because he really did know what he was doing and he could work very fast. But I like to work hard, too, so we got along. We had a lot of

# SAILING WITH HENRY



little late and found Henry, who was filling in for one of the regular guys, helping rig the boat right along with the rest of the crew. I was glad to see him.

"How ya doin', Henry?" I asked.

He was undoing a spinnaker sheet which he had just picked out of a pile of coiled lines on the foredeck. He looked up at me and smiled. "Oh, hey Robert! How ya doin'?"

"Pretty good."

"Ya ready for this one?"

"Oh, yeah. Doesn't look like there's much wind though."

"Oh, it'll come up," he said. "It always does."

I should have known that we were in for it as soon as we got out to the starting line. It was a mid-summer afternoon on San Francisco Bay, the water was glassy and there was no wind. When the starting gun went off, the whole fleet, about forty boats, just sat there drifting along at less than half a knot with the crews all sitting on the leeward side, moving as little as possible and talking only in low voices.

Gradually the wind began to come up. *Alecto* began to heel and we got off the leeward side and soon changed from the drifter to the number two genoa and were taking up the bay at a good six knots. It was then that I spotted the clouds out over the ocean and saw how hard it was blowing outside.

Henry was sitting next to me on the weather rail.

"Hey," I said, "look at that."

He did and smiled. He seemed delighted but I thought I knew better.

"I think this is going to be one of those races that makes me wonder why I do this," I said.

When we passed under the Golden Gate Bridge, the wind was blowing twenty-five miles an hour. We reefed the main and changed to the number four genoa. In

another hour we were six miles out and the wind was gusting to around forty-five miles an hour. By then, we had the main reefed three times and were sailing with the number five genoa, a sail I had never even seen before.

The waves were pretty big and we were doing seven and a half knots against them. In these conditions just sitting on the boat could be a problem. Sometimes when the boat met an oncoming wave and went over it, you could be thrown just clear of the deck. Then the boat would come down — all twenty-five thousand pounds of it — on the next wave and do a kind of belly flop, so that it sounded and felt like it had hit a rock instead of a wave.

This of course, makes doing even simple things difficult and tiring and can demoralize a crew. But Henry was restless. He was always ready and quick to get up and slack a sheet, adjust the traveller, or move forward for any changes that needed to be made up there. I, as well as the rest of the crew, was glad he came along. His energy was contagious and inspired the rest of us, whether it was out of not wanting to be shown up or just wanting to do our part, to work harder.

Night fell and the other boats disappeared except for a few that we could spot by their running lights.

We had started watches at eight o'clock that left Henry, me, Fred, and Mike on deck while the others went below to stay dry, eat, and try to rest. By then there wasn't much more to do than just steer the boat and play the traveller during the gusts. There were four of us to do that and so a lot of time was spent just sitting and hanging on. Every time I looked at Henry he would grin at me, which would force me to grin back. This happened about three or four times until finally I stifled my grin and said, talking loudly over the sound of the wind and waves. "You know, this is fucked."

I remember that gave him a good laugh.

Later, when Henry had gone below for

days when we felt pretty good after work because off all the stuff we had gotten done. Whenever we got the chance, we used to talk about sailing. Henry had done much more sailing than I had so he did most of the talking. I, too, had my share of stories to tell, and I remember myself trying to tell them without sounding like a jerk.

I didn't see him again until the next summer. I was crewing on a forty-eight foot sloop named *Alecto*. It was the weekend of the Glen Waterhouse Race which began on Friday afternoon. I came down to the boat a

# SAILING

something. Fred, who was on the helm, spotted the number four genoa, which was tied down to the deck, come loose and start to fall overboard. Mike was on the traveller so I braced myself and said I would go forward and fix it.

By the time I got up forward, the sail was already three quarters overboard. I gave a yell back to the cockpit for someone to come up and give me a hand and then slid down across the deck to the leeward side, so I could get at the sail, and hooked my harness to a stanchion.

I felt like a little peon out there. The water looked like black oil and all around me was that cold barrenness of the ocean at night. The clouds were only barely visible by the faint light above them and in the distance I could not tell where the sky ended and the ocean began. Every now and then spray would slap at me from out of the darkness and I sat there all bundled up in my foul weather gear and realized that I was cold anyway.

I was trying to pull the sail back onboard when Henry crouch-walked up the windward side. He slid across the deck, sized me and the situation up, and then all of a sudden, very loudly and in a ridiculous tone of voice said. "Well, Jesus H. Christ! Don't just sit there! Pull on the goddamn thing!"

I wanted to laugh but instead I yelled back at him. "Well, shit! Give me a hand why don't you!"

That was how we pulled the sail back onboard, with him kidding me and me trying to retaliate.

"Are you pulling really?"

"Hell, yes I'm pulling!"

And even on the way back aft.

"Maybe if you start eating Wheaties for dinner, too."

"Wheaties?"

"Will girls go out with you?"

Exasperated, I said, "No."

"And you're not getting enough of the ol' nookie-nookie! Well, there's always a Charles Atlas body building course. Got any comic books?"

"Okay, tell you what, you try it and then . . ."

"No, that's not it. Karate. That'll do it." He was practically yelling all this right in my ear to make sure I heard him. "You ever take a girl home and then break a brick for her right there in the living room? They love it! And you don't even have to lift weights!"

Back in the cockpit, Henry felt obliged to tell Fred and Mike about my 'problem', so I got to sit there and take some more ribbing. Eventually, I was taken off the stand and the talk, or half-yelling, changed to trading stories about the worst and funniest dates they'd all had. An hour or so later, at about midnight, we rounded the Farallone Islands and bore off for Monterey.

We had the wind behind us now, but it was blowing too hard to set the spinnaker so we just winged out the number two genoa, set a staysail and began surfing. The other watch was on deck now, but I stayed up a little longer to enjoy the ride, before I went below to take off my boots and foul weather gear and climb into my bunk for some sleep.

In my bunk I lay listening to the ocean and feeling the boat surf the waves which were coming from almost directly behind us. The boat was running along at over nine knots and I would feel it turn as Dean, who was at the helm, lined it up for the next wave. Then the stern would be lifted and Dean would point the boat straight down and let it go. Accelerating up to sixteen knots, the boat would become almost level as the bow lifted out of the water. I could visualize Dean then, standing behind the helm with his hands just off the wheel, not needing to touch it as all the forces acting on the boat caused it to surge straight ahead all on its own, with the bow wave rising up above the lifelines and lit red and green by the forward running lights.

Then the boat would slow down, the bow wave recede, the stern drop while the bow rose and Dean would be looking for the next wave.

As the boat hit top speed, Dean or Jim would give an exuberant "Yahoo" or something to that effect, and someone else would say "Allright, sixteen." Dean would reply, "Yeah, but I'm going for seventeen."



and then ask somebody to do something like tighten the vang or top the pole.

I listened to those comments, the sounds of the sea, their footsteps on the deck, and the off and on grinding of winches, until I feel asleep.

I was awakened at four o'clock for my next watch. Fred, Mike, Henry and I went up to take our turn at surfing the boat. The sky began to lighten at about five-thirty and as it did, the wind slowly began to drop. When the true wind speed got down to around thirty-seven miles an hour, we woke up Dean, who owned and skippered the boat, to see what he wanted to do about setting the spinnaker.

Dean came up on deck, looked at the anemometer, up at the mast, then in all directions at the sky around us, and then at the anemometer again. "Okay," he said, "let's get the rest of the crew up here and set it."

That was when I realized that I didn't want



we came back aft and sat down next to the cabin.

About as soon as we pulled in the spinnaker sheet we were going as fast as we had the night before despite the decreasing wind. But it was uncomfortable. While we were going slower, the boat was hard to control and tended to rock from side to side.

After about fifteen or twenty minutes of this we were all for going back to winging out the jib; just before we did, the boat started rocking from side to side again. Dean was steering and he called for the sheet to come in but Mike goofed and got a wrap around the winch. Then the boat took a great big roll to windward and another one to leeward and broached.

When you're the foredeck crew during a broach there isn't much you can do besides hold on a wait for the cockpit crew to get the boat back under control, but I remember wondering how in the hell were they going to do that with a wrap in the spinnaker sheet. The lee rail was in the water as well as the boom and about half the spinnaker. I couldn't help thinking 'this is the worst broach I've ever done', as I looked at the mast. It was more or less out in front of me; the top of it didn't seem to be much higher out of the water than I was.

Dean yelled for the guy to be released and I thought, 'of course, if you can't release the sheet, release the guy.' Henry was already there, helping Jim by first removing the handle from the winch and then, after Jim had flipped the line off the winch, making sure that it didn't foul as it ran out.

The boat righted itself with the spinnaker flopping off to one side like a big, lopsided flag. We took it down and reset the jib and staysail. After we had everything all nice and neat again — all the lines where they should be — I stood on the foredeck looking at a cleat and being mad at myself for not knowing what to do when the boat was out of control and over on its ear.

And of course I had to hand it to Henry, so with just a little bit of jealousy in the back of my mind, I said to him, "Well, shall we try it again?"

"No," he said.

"Why not?"

"Because we can't hold it up."

With that I decided I would go below and get some sleep.

**W**hen I got up we were about to round the buoy off of Point Pinos. The wind was

only a light breeze and we had the three-quarter ounce spinnaker up. Monterey Harbor was just a few miles away, behind it the town and off to the right was Carmel. It was a sunny morning and I thought we would have made a good picture then. You know, a sleek, forty-eight foot red hulled sloop flying an orange and yellow spinnaker about to round the Point Pinos bell buoy with the California Coastline in the background. That would have been pretty.

After we rounded the mark, we tacked back out to sea. About forty-five minutes later we saw the wind coming at us like it had the day before. Most of us looked at the clouds pretty grimly, but Henry had that smile on his face again. I almost thought the guy was nuts.

We had a long day beating up the coast but it wasn't as bad as the day before. Although we had the main reefed down to the size of a postage stamp (as we called it), we stayed with the number four genoa all the way up.

What I remember about that day was once when I was sitting on the windward side and looking out at the horizon of the Pacific. It had turned out to be a pretty nice day and the boat was moving along real well through the chop. Henry sat down next to me and handed me a beer.

"I've been thinking about what you said," he said.

"What was that?"

"About your wondering why you do this."

"Yeah?"

"I think I know why I do it."

"Oh, yeah. Why?"

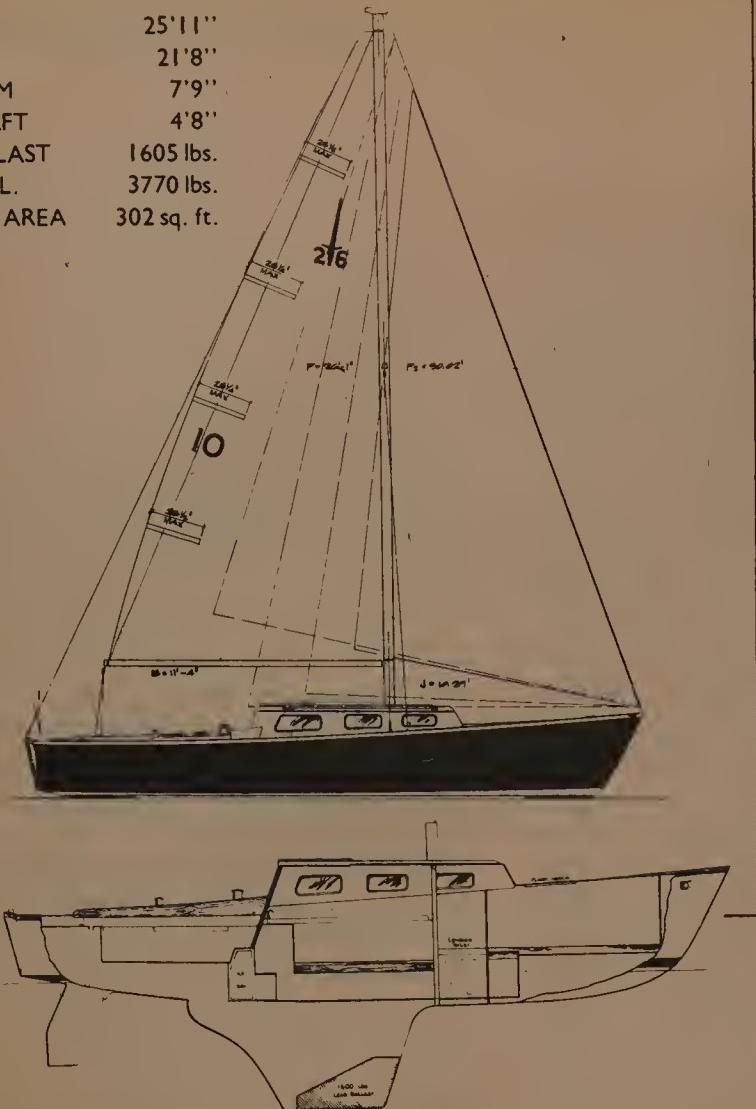
"Because I like to compete against the ocean."

"Yeah," I heard myself saying, "so do I."

— stephen leidel

*Editor's Note: This isn't a true story, but there's more truth in it than most non-fiction.*

LOA	25'11"
LWL	21'8"
BEAM	7'9"
DRAFT	4'8"
BALLAST	1605 lbs.
DISPL.	3770 lbs.
SAIL AREA	302 sq. ft.



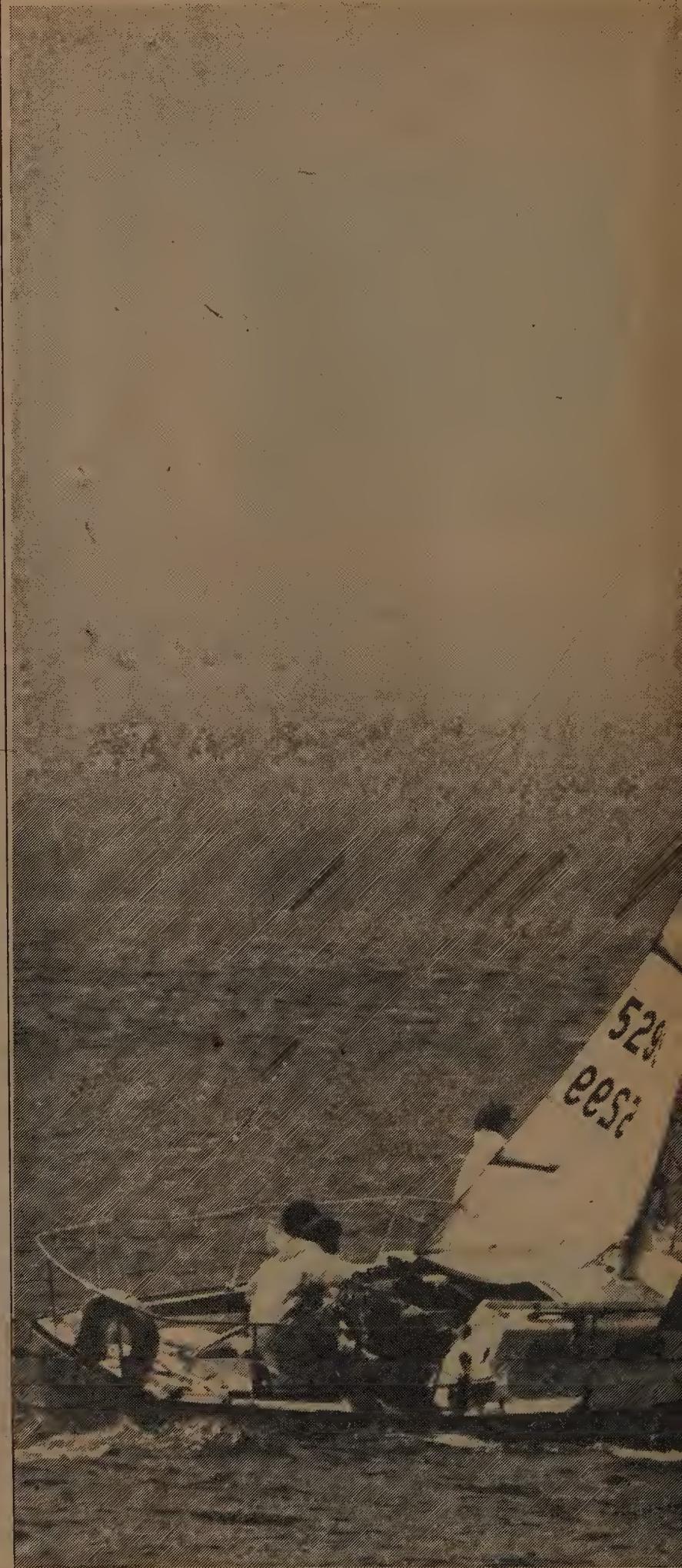
## EXCALIBUR

Sailors tend to assume that 'surfing' sailboats are a creation of the 70's, but that's not true. For already in the mid-60's there had been the much-heralded Cal 40, and among others, the 26-ft Excalibur. While less famous than the big Cal, for 15 years the Excalibur has been a one-design stalwart on the bay, second in consecutive years years of qualifying to the Cal 20.

This early fiberglass design came into being after a group of southern California entrepreneurs approached Bill Crealock to draw for them, the Excalibur Yacht Corporation, a 'bachelor's boat'. You know, something swift and sexy that would appeal to the men, but especially the young ladies; a good-handling boat that would surf and race competitively, yet a boat with a sufficient interior for limited coastal cruising. It was Crealock's first design in fiberglass, and it came out a winner. After all these years she's still a handsome design, her lines sleek, her cabin and cockpit well-proportioned.

After 60 boats the Excalibur Yacht Corp., like most good boat-builders, ran out of money. Ed Thrall, their successful northern California dealer, went south to protect his deposits and somehow succeeded in getting Wayfarer Yachts, the forerunner of Islander Yachts, to take over production of the Excalibur. Manufacturing them through the late 60's and early 70's, Wayfarer/Islander eventually produced about 200 more boats.

There's no mystery why the 26-footer surfs well, often pegging 10 or 12 knots on a breezy bay day. It's the combination of being quite light, having a flat bottom, and reasonably large sail area. Other veteran 26-ft one-designs on the bay - the Ranger 26, Columbia 26,



and Pearson Ariel — all displace 5,000 pounds or more, almost half as much again as the Excalibur's 3,660. A hot-dogging boat, her deep trapezoid keel and spade rudder — very similar in appearance to the Cal 40's — provide positive control at the helm. Unlike many designs, you can steer her out of a broach. In light air her long waterline, light displacement, and good sail area still keep her moving well.



PHOTO BY JOHN HUTTON, JR

Excalibur was the name of the sword King Arthur pulled out of a rock, but it's also the name of the design manufacturers kept pulling out of the scrap heap. After Islander ceased production, the molds stood idle for 5 or 6 years until 1977 when the Iona Sailing School in southern California acquired them. Before going bust, Iona completed built a good number of the boats and even 'blew-up' the design for a 32-footer and marketed that. The most recent group to

have a go with the Crealock design was the Viscount Corporation which tried to build them in Texas for marketing on the west coast. They made 12 hulls and decks, completed a fraction of these, and also went bust.

Possibly that was the end of the road for this well-travelled design, but it's the fervent hope of the Excalibur Association that some ex-

CONTINUED ON PAGE 113

# PERRY, PERRY, PERRY

We printed the following letter by Steve Casey in our August Issue, and it generated so much heated response (all the letters that follow it) we thought we'd better republish it so everyone will know what all the acrimony was about.

## □PERRY, PERRY, PERRY

Perry, Perry, Perry: What's the big deal over Robert Perry? In my opinion a designer's credibility should be based on the final product. There are a lot of bad "Robert Perry designed" boats around: he even admits to that. I get the feeling that any "fly-by-night" builder with some money in their hand can hire Perry to do the lines, then change them around as they see fit, do all the structural details themselves, build the boat using the Sunday Times for glass, and then market the boat as a "Robert Perry design".

Don't get me wrong. I think Perry is a hell of a designer, and some of his boats are top quality. Other interviews you've had with Ron Holland, Thomas Wylie, etc. have stated they care about their product enough to get personally involved in the construction of their designs; this is obviously much better than buying a name. In your July issue, Bruce Farr, an excellent interview by the way, touched upon this subject while talking about his complete backup system for boats he's designed. "We feel that to do a modern ocean racing yacht, somebody has to be responsible for the project from the beginning of the design right through to the starting line. A lot of designers are not giving that kind of service these days."

I've recently purchased a Lyle Hess design and I've taken the time to get to know him. Anyone who buys a Hess design can be sure that the designer has carefully selected the builder and personally supervised him to insure a quality boat. Lyle has turned many builders down, some from Taiwan, because he didn't feel the result would be a product he could be proud of. He feels a personal commitment to the safety of his owners.

I believe there will always be a market for quality products, whether it's a twelve meter yacht or a good rowing tender, because people's lives and resources are at stake. As an example, look at what's happened to the auto industry in ten short years in this country, and who's number one now? It just makes me think what or where will the boat building industry be ten years from now. Is there any disputing the quality and popularity of the Yamaha line of boats? Like some automakers, I think some designers as well as builders will be cutting their own throats. So let's hear more about responsible designers that take the time and effort to insure a good and safe product.

When you have so many different designs and design philosophies, ways of doing business and types of commitments by builders and designers it gets pretty confusing, but the buyer has a bigger responsibility in it all, human life. Perry himself said it: "If you want to check on what was intended in the design of one of my boats and what was actually done, call me." That's just what more people should be doing, because all we can do as boat buyers is keep ourselves informed; your interviews help a lot.

Steve Casey  
San Francisco

tad misleading.

Robert Perry is currently enjoying the fruits of being the most sought-after designer in the business today. History has proven that those on top have been continually assailed from the masses for no other reason than that they hold an enviable position. The upshot of that enviable position is that if the "It whent sahtways" boatyard somewhere over there bastardizes a set of xeroxed Perry plans and produces a boat using his name, his only

protection is to sue. If he sues, his time then becomes devoted to litigation and not to yacht designing, which is what he does best.

Fortunately for Lyle Hess the "It whent sahtways" people don't seem to be interested in stealing his designs.

Rick Niles  
Sausalito

## □SYMPATHY, RESENTMENT, RIP-OFFS, AND THE REAL WORLD

Needless to say I read and reread Mr. Casey's letter in the August issue with interest. While I can sympathize with some of the general complaints, I do resent some of the specific references to my own design work.

To begin with, designers do not chose builders. Builders choose designers. The exception to this is usually in a custom boat production boat projects are usually initiated by the builder. Yes, I have turned builders down. Most of our designs are developed in conjunction with the builder and with numerous trips to the yard we can assure the potential buyer of an authorized Perry design, note, "authorized Perry design," good quality of workmanship and materials.

It may come as a shock to some people, but there are several boats being marketed today with my name on them that are blatant "rip-offs". In each case I have tried my best, short of formal legal action, to have these builders stop using my name. Simply put, to pursue each builder legally would cost me more than I can spend. These are the boats I was talking about when I said that there are some of "my designs" that are not well built. Again a call to my office will quickly clarify which are the authorized designs.

Back up work on our design projects consumes a great deal of time. I was in Canada yesterday checking on a project and I leave in an hour for a maiden sail on a new design. I usually include in the design contract a certain number of visits to the yard and I certainly do my best to see that the drawings are spec'd with the highest quality gear and materials. No, I do not supervise construction. Bill Garden once advised me against ever using that expression. To "supervise construction" indicates that the designer/supervisor was present when every lamination was laid and every screw driven. You would literally have to work full time at the building site.

## □WHAT'S THE BIG DEAL OVER . . . CASEY, CASEY, CASEY!!

What's the big deal over Steve, Casey? Don't get me wrong, I think Steve writes a dynamite letter . . . I've read his stuff and I think it's great. However, an author has a responsibility to his readers not to obscure facts and not to over-generalize. To the poor sap who hasn't a clue as to the differences between designers or builders. Steve's jab in the August *Latitude 38* could possibly be a

# CASEY, CASEY, CASEY

As a new design comes to life we are constantly reminding the builder to keep in close contact regarding possible changes to the specs so that we may update the drawings and verify the suitability of the change. However, things do get changed and materials do get substituted for the ones specified on the drawings. We often hear complaints from our clients that we specify gear and material without regard to costs. I have always felt that that was our role, to specify the best.

As to my relationship with Cheoy Lee, I don't think you can accurately call them a "fly by night builder". Cheoy Lee was building sailing yachts before I ever went sailing and their track record is very well known. Two of the sons of the yard owner are naval architects with degrees from American universities and the other has a degree in metallurgy. With this education background in mind, it was not difficult for me to decide to agree with Cheoy Lee's decision to do their own structural detailing. Cheoy Lee builds a wide range of yachts and has also built several small ships, to their own designs. We do supply lamination schedules, rigging and spar specs for these designs.

I wish the situation was as simple as Mr. Casey lets on. From the outside it may look cut and dried, but on the inside there are complexities that transform the dreamy world of yacht design to a very specialized business. I tried to "open up" in my recent *Latitude 38* interview and help the reader with some ideas as to how to decipher this problem of quality construction. Yes, some of my designs are better built than some of the others, and I will provide the tools for the buyer to help sort this out. This is the real world.

Again I want to remind any potential buyers of my designs that I am always accessible by phone. I would be happy to discuss any of my designs. I regret that I became Mr. Casey's whipping boy for all his grievances against yacht designers but I do enjoy my heavy work load and I wouldn't trade places with Lyle Hess for anything.

Robert H. Perry  
Seattle, WA  
(206) 782-6633

Casey, voiced several not-to-favorable opinions about Robert Perry and his yacht designs. One of Steve's opinions was that "a designer's credibility should be based on the final product" and that perhaps Robert Perry would not come out too well on this evaluation.

From my vantage point as a dealer for the Flying Dutchman and Baba lines (both Taiwan built and Perry designed), I would guess that Bob Perry would be pleased to be evaluated on "the final product". We have never had a line of boats so trouble free and liked so well by the owners. I can tell you it has been the quality of these boats that has lured some people away from other American built boats by other designers.

I think it is true that there are some good and some poor boatbuilding companies in both the U.S. and foreign countries. Buying a good quality yacht, much like buying a good quality car, involves a very careful inspection process and obtaining the opinions of those who already own the brands under consideration. To help aid shoppers in this process, Robert Perry has always made himself available to anyone who wants to pay for a phone call to his Seattle office. A number of people I know have taken him up on his offer and were impressed with his candor.

Incidentally, those who wish to simply meet him or ask him about any of his designs, or about the builders of his designs, can do so at the Alameda Boat Show, anytime Saturday, September 13th at our In-The-Water display.

Jim Apple  
Nor'Sea Yachts  
Sausalito

## □ DEVELOPER IS RESPONSIBLE

I have just returned from picking up your *Latitude 38* magazine from my local marine supply store. In my first glance through your magazine my eyes stopped at page 19 where I read a letter written to you titled "Perry, Perry, Perry".

I found that the letter was an attack on yacht designers in general and especially on Mr. Perry. As one of America's most experienced developers of Far Eastern yachts, all designed by Robert Perry, I can say without hesitation that Mr. Perry has ALWAYS taken a very personal involvement in the boats that we have worked on together. I feel that Mr. Casey should try and

take a more objective look at the boating industry and the way that boats are developed. Remember that a designer is finished with a design long before the first boat every ships from the builder's yard. I feel that it is the developer's job to be responsible for the project from the beginning of the design right through to the starting line, not the designer.

I would also like to remind Mr. Casey that there are also a lot of builders who will try and copy one of Mr. Perry's designs and then will use Mr. Perry's name in the advertising as the designer. A good example of that appears on page 54 of the same issue of *Latitude 38*. If a designer were to take as much time in a project as to follow it through 100% of the time while the boats were being built, the designer would not have any time left over to do what he does best, and that is design boats.

Bob Berg, President  
Quicksilver Corporation  
Seattle, WA

## □ STRIKE THREE, YOU'RE OUT

In response to Steve Casey's letter "Perry, Perry, Perry", I offer the following:

The big deal over Robert Perry is that he is a conscientious designer who cares about his designs, the builder's execution and the consumer.

As a personal friend, and having worked with Bob for over nine years, I can say unequivocally that he does care, he has a conscience and wishes all of his designs were built according to his specifications and plans. The problem does not lie with the designers, but rather with the builders. It is impossible for Perry to control what they do with his designs.

As Steve Casey pointed out in his letter, the American auto industry is now suffering the consequences of building a lower quality product. If he holds to his promise about Perry, he should then take the Italian automobile design firms, who design for all markets and manufacturers, to task.

Perry's one suggestion to Casey to call the designer before purchasing is a good one. I might also suggest he call a few owners for their comments.

The media might also take a more active role by interviewing builders and reporting on building techniques.

Nathan F. Rothman  
Valiant Yacht Corp.  
Seattle, WA

## □ CASEY CATCHES MORE HELL

In your August issue a reader, Steve

# PERRY/CASEY

## □ HONESTY

I would like to respond to a letter appearing in the August *Latitude 38* issue wherein a sail boater takes issue to Robert Perry's design popularity.

I don't necessarily agree with his observation "a designer's credibility should be based on the final product." True, I believe that the final product would have an influence on a designer's credibility, and I believe that as much as it is possible, the naval architect is vitally interested in quality control and the building integrity involved in his design. The designer receives a royalty on each unit of his design built and, selfishly, the more units sold, the more successful he is financially and in reputation.

However, it is questionable how much influence a designer would have in construction direction on a production boat. Production boat constructors are beset with problems peculiar to that activity with which a designer would be afield from.

Other than the prototype, of a new design on a production sailboat, I cannot believe

that a designer should be responsible for the building project on any kind of a continuing basis. Perhaps, on a custom built racing yacht, but not a product built boat.

To my knowledge, most Perry designs are for the cruising offshore sailor and most of them are built on a production basis.

When a yacht dealer makes a decision to handle a line of sailboats, he considers, or he should consider, its cost, availability, point of origin, design, the reputation of the builder, quality control and whether it is a designed sailboat. I consider the designer of the sailboats that I handle a marketing plus factor!

Too, a yacht dealer should critique a sailboat carefully before he decides to handle the line. A designer of the sailboat shares no part in this consideration. I suppose that, most importantly, a dealer should consider how well does the boat sail and, secondly, its attractiveness, quality control, involved, etc.

It has been my observation, that great artist's have been prolific artists and to form an

opinion on his greatness, the full career must be examined.

Robert Perry is a prolific yacht designer and, currently, very successful in production sailboat design. Since he is, relatively, a young man, I would say that the jury is still out as to whether his full career design thrust could put him in such company as Phillip Rhodes, Herreshoff, Garden, Kettenberg et al.

In my dealings with Robert Perry, we handle a line of his designed sailboats, we have found him most cooperative and readily accessible to questions and help that we and our customers have requested from him. As busy as he must be, this has been a refreshing experience for us. He has visited us twice within 3 months to talk to customers.

We have come to the conclusion, he cares!

Hugh W. Jones  
Windships, Inc.  
Oakland

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# EXCALIBUR

CONTINUED FROM PAGE 109

perienced and reputable manufacturer might resurrect the design yet one more time. \$10,000 takes all the molds and jigs.

Over the years hot Excalibur sailors on the bay have included Frank Dietrich, Bob Marshall, and Bob Gorman who won the season's championship three years running. The boats were often sailed in the ocean too, and practically dominated early MORA fleets with eleven entries. Perhaps the biggest win came in 1971 when Hall Palmer sailed his to victory in the San Francisco to Ensenada Race, the longest ever of the MORA Long Distance Races.

After four years absence from MORA, Excaliburs are now hitting the ocean starting line again, this time racing in MORA's PHRF division. And after a decade and a half of class racing on the bay, the fleet is getting stronger rather than weaker. Last year there were 7 boats hitting the line, this year it's often as many as 14.

The Excalibur association offers a mixture of old pro's and young turks. Ray Mann, in his 60's, was last year's season's champ, and Jeff Nehms was the National Champ. Both are expected to be battling it out when the Excalibur North Americans are held September 27 & 28th at the Sausalito Cruising Club.

If you're looking for a moderately-priced, 'bachelor boat', you may want to stop by the SCC during the North Americans. After the races fleet members will be glad to show each and every one of you what the boat and fleet has to offer. Whether racing in the ocean, daysailing with a crew of six, or Potato-Sloughing in the July Delta with four, it's the epitome of a design that passed the test of time.

— paul meyer

## LOOSE LIPS

CONTINUED FROM PAGE 45

A short while later Ames was rescued by a lifeguard with a surfboard, and has recovered. According to the lifeguard Ames was fortunate that the water temperature was in the mid-70's, for any colder than that and it would have been unlikely he could have survived for 7 hours. No doubt his lifejacket was a big help, too.

The last bay area boat to hit trouble was *Trek Vogel*, a 29-foot boat being sailed to Hawaii by Louis Wijsen and his 12-year old son, Seadon of Kensington. Their problems started 500 miles west of San Francisco when their boat was rammed by a whale, resulting in a 2-foot long crack that developed 6 inches below the waterline.

After taking on a substantial amount of water the two were able to limit the flow to about one gallon an hour. They activated their EPIRB and the signal was picked up by an airplane which notified the Coast Guard. A C-130 arrived on the scene, dropped a radio, and received the report that Louis and his son would be able to return to San Francisco without further assistance.

The name Louis Wijsen may be familiar to some of our readers, he wrote in a few months back, giving Urbancyzk hell for saying that sailors acquire VD at a terrific rate. We hope to have a full report from Wijsen next issue also.

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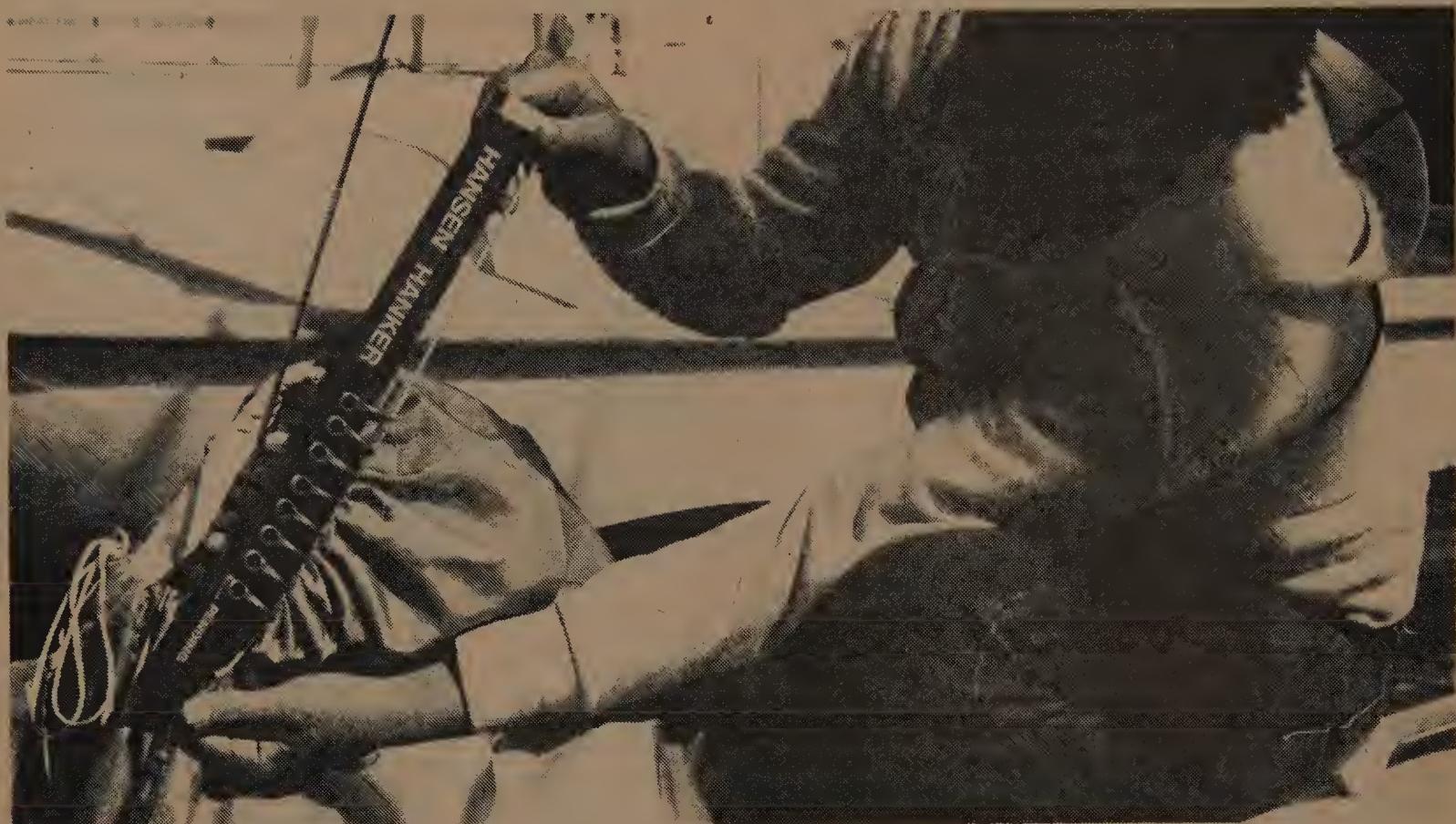


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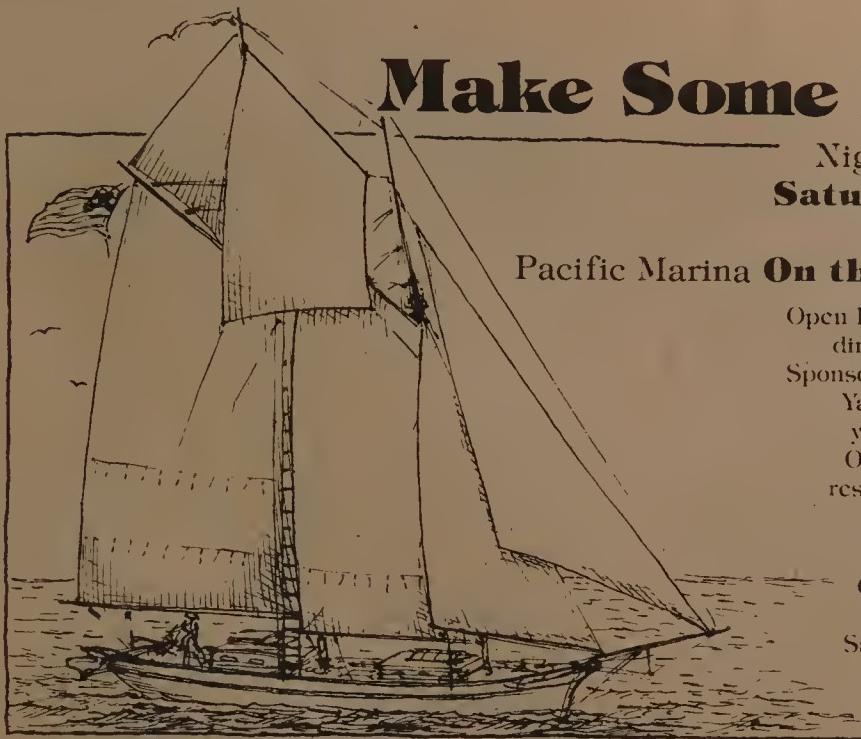
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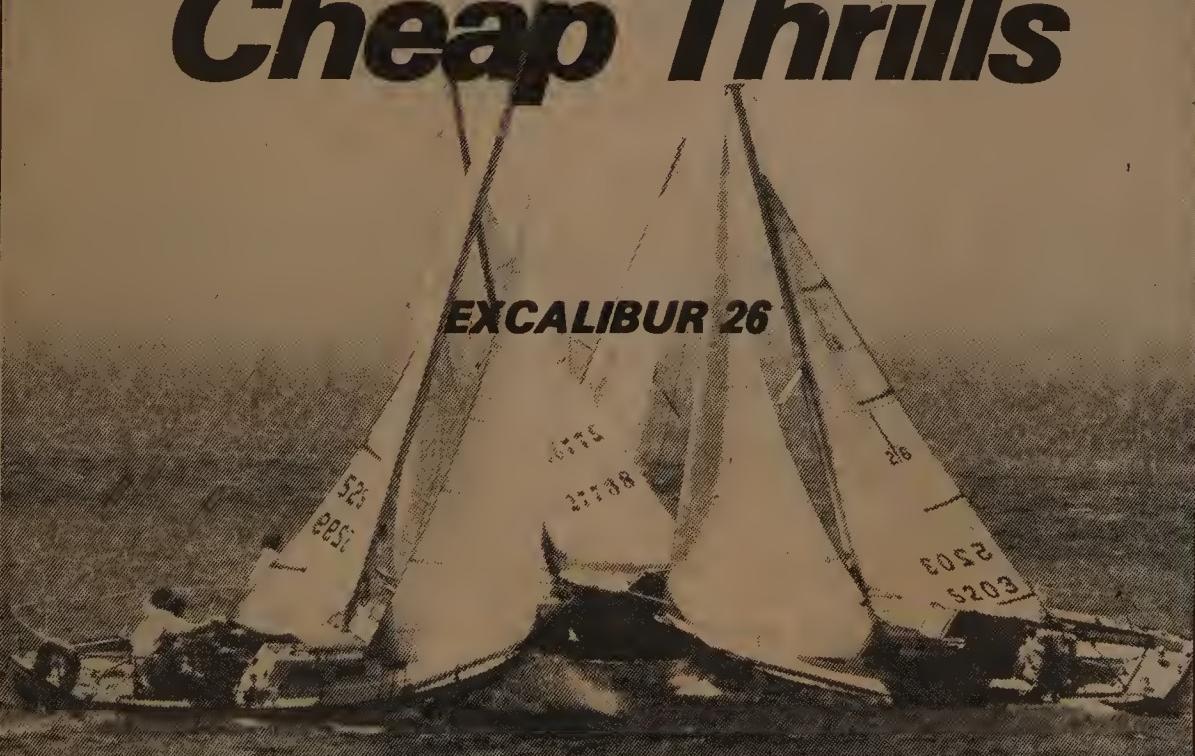
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# BY DESIGN

Welcome to Latitude 38's first-ever design section. We've been meaning to do this for a long time, but in a different way than most magazines. There are two problems we've found with most reviews. One is you're no smarter on the subject after reading them than before. The second is that most reviews tend to be transparent attempts at being objective, when often the real purpose is to grease an advertiser.

So how is our's going to be different? For one thing we're not going to review any entire boat; just specific components of groups of them. One month rudders, the next month hulls, another month masts. By doing it this way we hope you'll eventually become knowledgeable enough about the basics of yacht design to intelligently 'review' the boats yourself. If we do it this way we also won't have to worry about advertisers coming after

our scalp — pretty clever, eh? We'll see.

Since we know nothing about yacht design ourselves, we're going to make use of the talents of the various local designers, many of whom are eager to let you know that they exist and are worthy of your respect and consultation. We hope to run this feature every month or two.

To start off we called on Bob Smith, a local naval architect who has had a hand in designing many custom and production boats now sailing the bay. We gave him five boats which we felt were examples of the modest revival in 'performance' production boats; Islander's Peterson 40, the Pearson 40, the C&C 40, the Cal 39, and the Ericson 38. Because of the tremendous variety found in the group, Bob chose to write on keels.

There are a wide variety of boat types. Cruising boats, racer-cruisers, and racing boats — with all kinds of variations between them. When a designer draws a boat, one of his most important goals is to see that all

aspects of his design are consistent with its intended function. Perhaps this is obvious; you don't put a three-spreader noodle on a heavy Taiwan double-ender, nor would you put a ketch rig on an ultra-light MORA racer.

But there are other aspects of boats that are far more subtle, and indicate whether a designer has done a good job, and perhaps reveal whether a boat's marketing campaign is really consistent with its design intent.

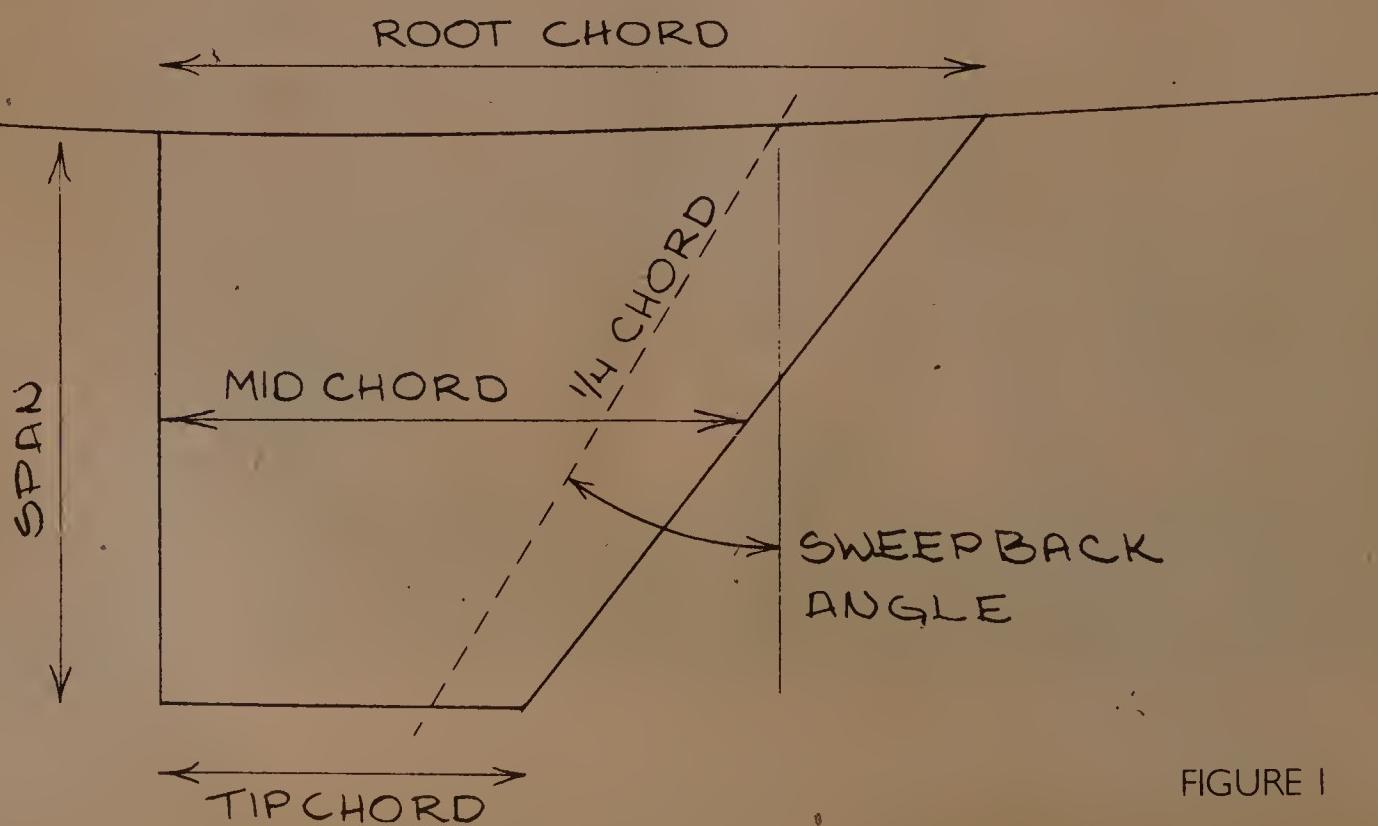
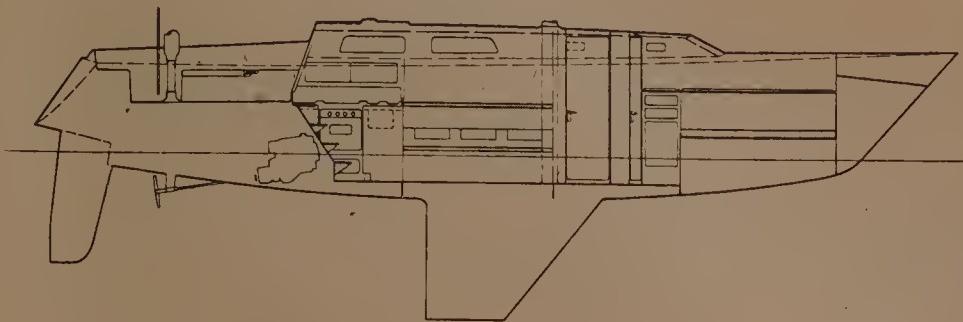


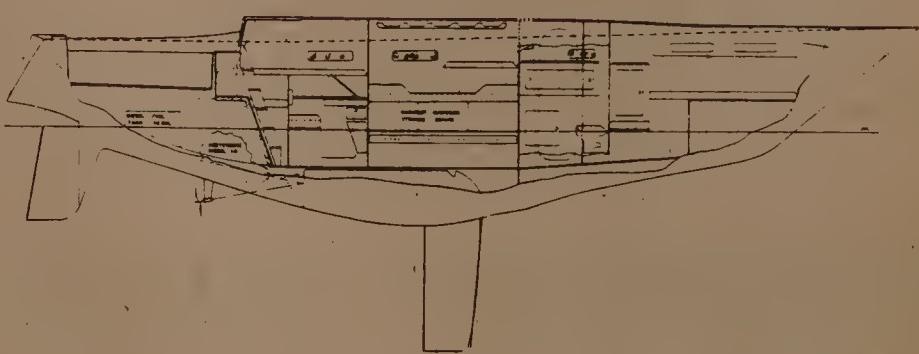
FIGURE I



## PEARSON 40

DESIGNER: BILL SHAW

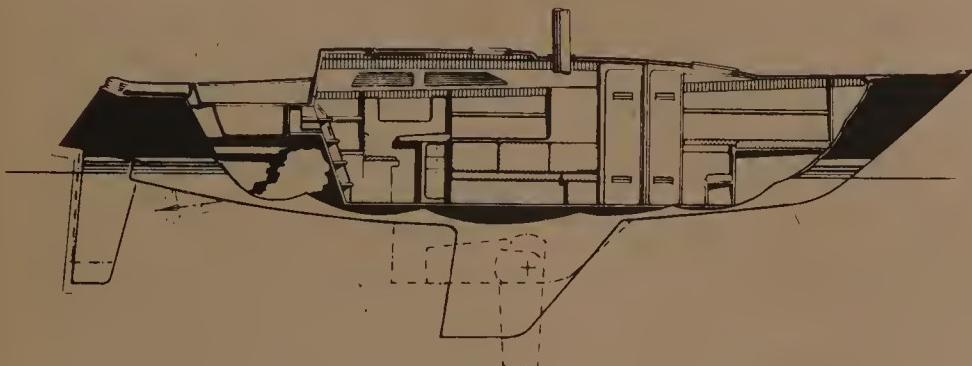
LOA	39'11"	DISP.	22,800 lbs.
LWL	31'03"	BALLAST	12,200 lbs.
BEAM	12'06"	SAIL AREA	802 sq. ft.
DRAFT (board up)	4'03"		
(board down)	9'05"		



## ISLANDER 40

DESIGNER: DOUG PETERSON

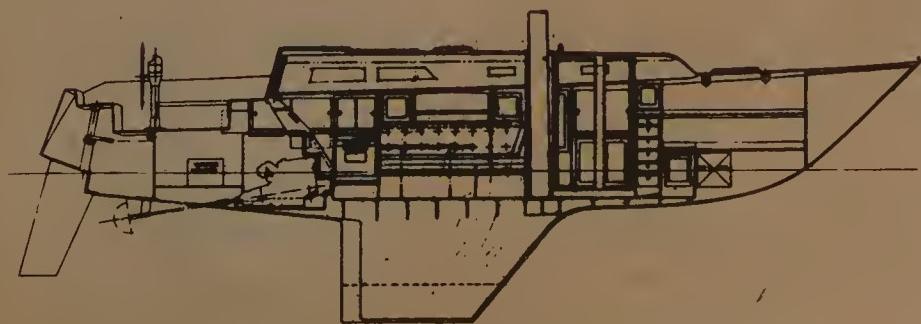
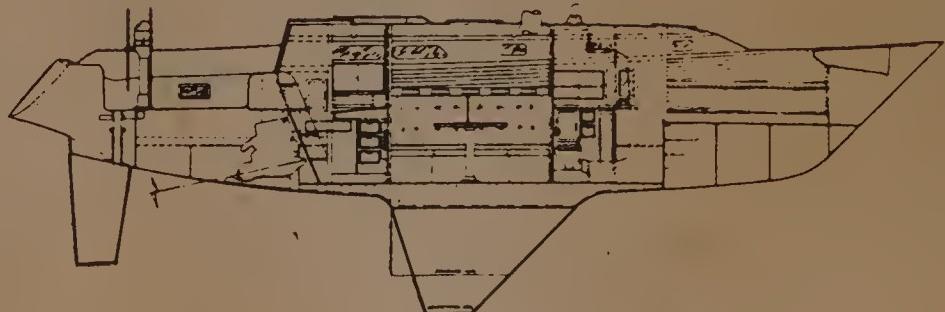
LOA	39'6½"	DISP.	17,000 lbs.
LWL	30'10"	BALLAST	7,700 lbs.
BEAM	11'10"	SAIL AREA	741 sq. ft.
DRAFT	7'02"		



## ERICSON 38

DESIGNER: BRUCE KING

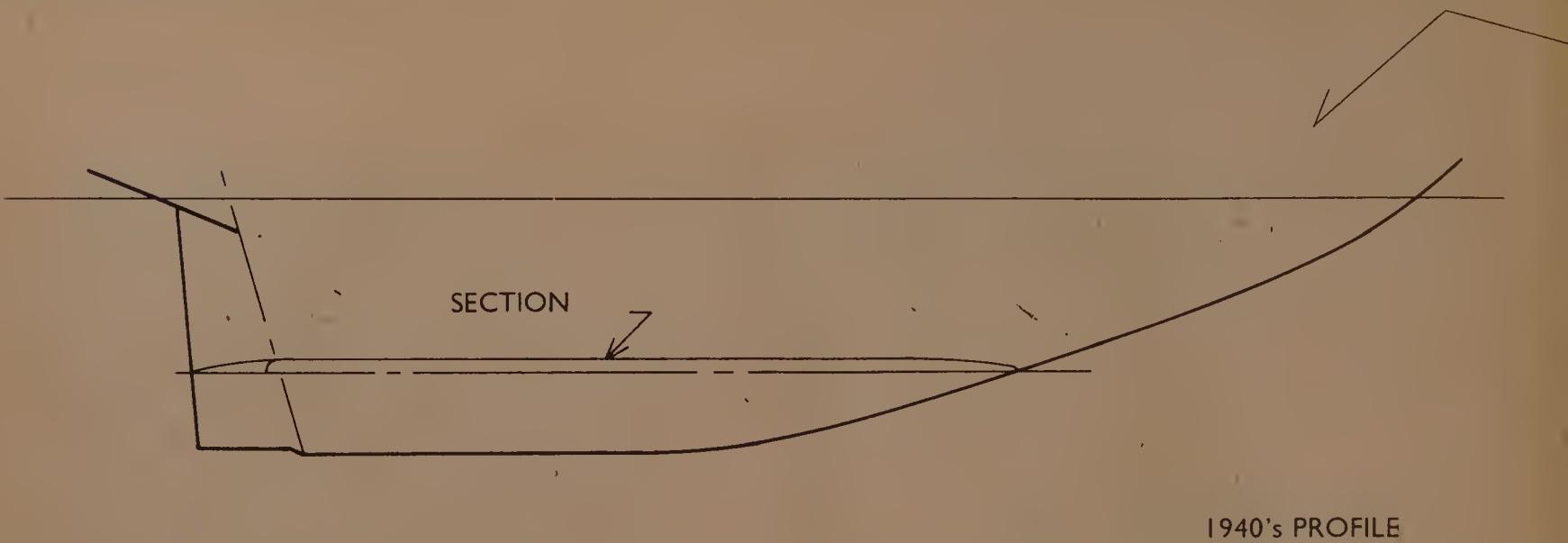
LOA	37'8"	DISP.	14,000 lbs.
LWL	30'06"	BALLAST	5,500 lbs.
BEAM	12'00"	SAIL AREA	709 sq. ft.
DRAFT	6'04"		



## CAL 39

DESIGNER: BILL LAPWORTH

LOA	39'00"	DISP.	17,000 lbs.
LWL	32'01"	BALLAST	7,000 lbs.
BEAM	12'00"	SAIL AREA	720 sq. ft.
DRAFT	6'08"		



This month we'll examine keels, an interesting problem for naval architects, one that is frequently misunderstood by the general public. It's one of the most important aspects of a design for form to be in harmony with function.

When a designer puts his pencil to vellum to draw a keel, only some of his ideas are based on hydrodynamic theory; much is simply based on the experience gleamed from centuries of boats. Throughout the 20th century the shape of sailing yachts has changed drastically, as has the shape of keels. Once they were an integral part of the hull, now they are a true appendage.

There are at least six hydrodynamic parameters that keels should be designed to. They are:

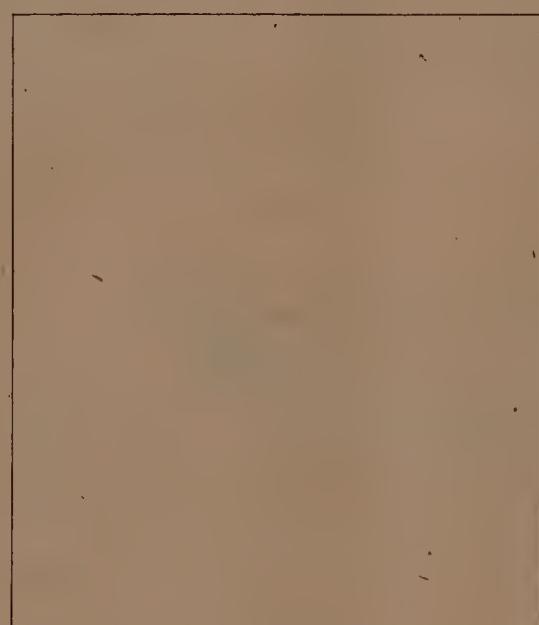
*Lateral Area.* The lateral area is simply the

dramatically over the years until the current IOR keels which have probed the very minimum limits of lateral area.

The tradeoff in lateral area is between wetted-surface area — which causes drag, and directional stability, the long-time favorite of cruisers everywhere. (See Fig. 2). The tremendous lateral area of a full-keel boat, does give an extra bit of directional stability, but it demands the heavy price of greatly increased drag and much less lift.

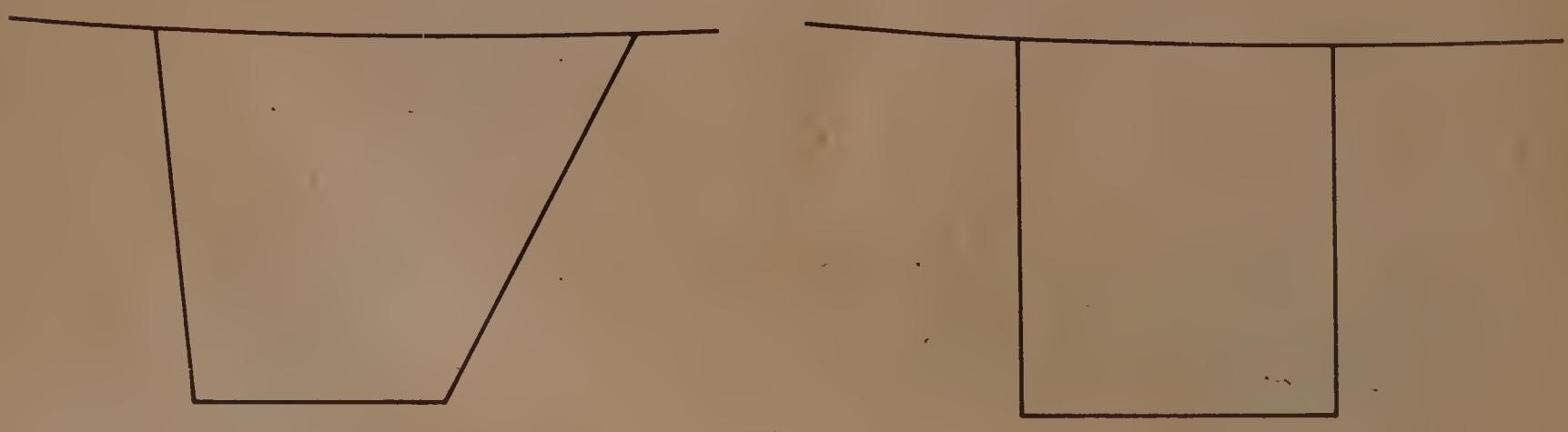
*Aspect Ratio.* This is the ratio of the span to the mid-chord measurement. Figure 3 shows examples of a high and a low aspect ratio keel, both having the same lateral area.

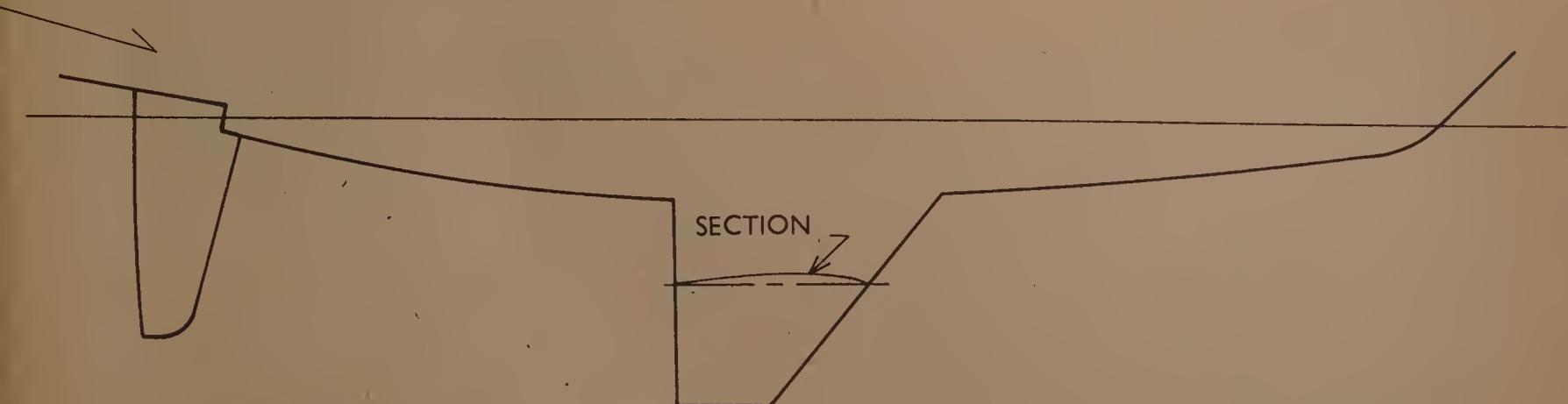
A high-aspect ratio keel provides lots of lift. Lift is perhaps being the most important function of the keel, keeping the boat from making leeway. What happens if the aspect



projected area of the keel looking from the side. (All keels in figures 3, 4, and 6 have the same lateral area.) It has been shrinking

FIGURE 4





LATE 70's PROFILE

ratio of the keel gets too high? The keel stalls out easily, and all it's ability to prevent leeway is lost. (When an airplane wing stalls out, it no longer lifts the plane and the baby heads for the ground.)

A lower aspect ratio keel is much less likely to stall out, but gives less lift and creates substantially more drag.

**Taper Ratio.** This is determined by dividing the length of the tip chord by the length of the root chord. In effect a keel with a taper ratio of 1 would be square (see Fig. 4), while a keel with a low taper ratio would approach being a triangle. Studies have shown that there is an optimum taper ratio for each aspect ratio — remember in keels all components must work together. Keep the taper ratio in mind when we talk about the Ericson '38's unique keel.

**Sweep back angle.** This is the angle between vertical and the 1/4 chord line (See Figure 5). Like the taper ratio each keel has an optimal sweepback angle, but ironically it's rarely used. The problem is that optimum angle is usually very close to being vertical, a shape that would catch kelp and other debris and never let it slide off. Tres slow!

**Sectional Shape** (sometimes called 'airfoil'). The section shape (Refer back to Figure 2), can run the spectrum from being a very fat tear shape to a very thin tear shape. Thinner sections have less drag, but are prone to stalling easier; fuller section have more drag, but are more forgiving.

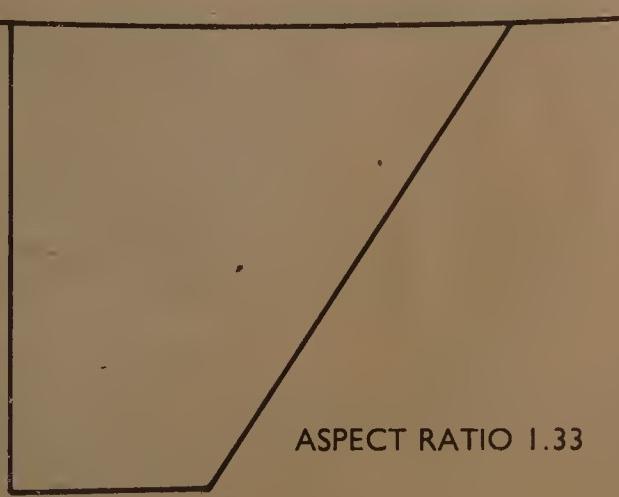
The latter, however, can allow the boat to be stiffer because there is more room low down'

for ballast, plus they provide greater room for tankage and bilge.

These then are six basic theoretical components involved in determining keel shape. There are also practical considerations. Does it look good so it will sell? Is it easy to haul out, can it support the weight of the boat when out of the water? Is it shallow enough to sail in the areas buyers want to sail? Will it be appropriate for the rating rule it's designed for? Is there room for a bilge sump? Is there room in the keel for sufficient fuel and water tankage?

Being thoroughly educated in hydrodynamic and versed in the practical aspects of marketing boats, let's take a look at the five examples.

FIGURE 3



ASPECT RATIO 3.00

# BOB SMITH

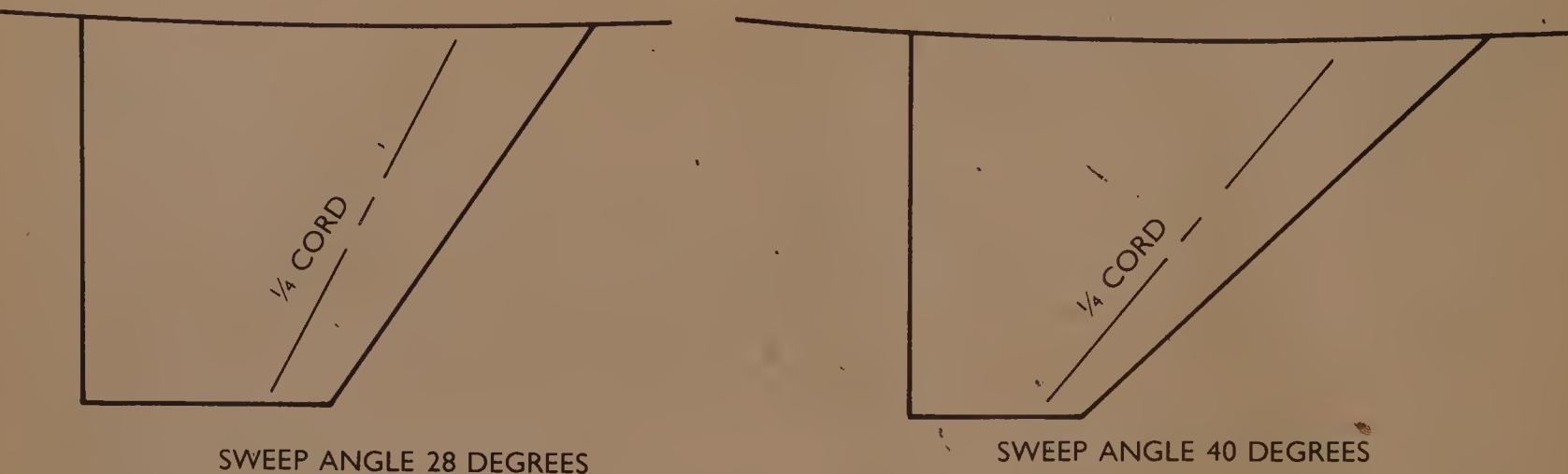


FIGURE 5

**Islander's Peterson 40.** This production racer is a development of Doug Peterson's very successful Two Tonner, Yena, and it's performance keel is consistent with the high-performance nature of the rest of the design. It's a shape that has been nicknamed the 'Peterson keel', characterized by a vertical trailing edge, a NACA foil section, and a high — about 35 degrees — sweepback angle. Actually a sweepback angle closer to 18 degrees would be better in theory, but in reality there's lots of kelp around Doug's stomping waters of San Diego. It would hang tenaciously to a keel with such a vertical leading edge necessitated by a smaller sweepback angle.

**C&C 40.** C&C's otherwise illustrious history has been marked, in my mind, by some very poor keel design. The old C&C 39 (See Figure 6) had a very inefficient shape that created tremendous drag without providing and compensating positive characteristics.

The new C&C 40 however is a completely modern boat with a sensible IOR influence, it's keel notwithstanding. Very similar to the 'Peterson keel', it also features a rounded lower profile, a feature that has been used in dinghy centerboards for years to reduce induced drag.

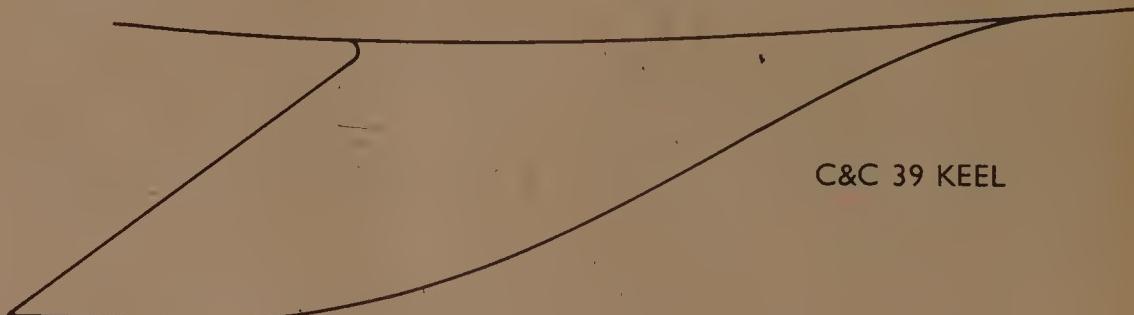
**Pearson 40.** This is a lavishly appointed cruiser-racer with an IOR hull-style of about 5 years back, with a centerboard reminiscent of Ted Hood's early Robin's. The centerboard naturally allows this boat to sail in shoal waters where the others in this group could not go.

Although the lead ballast must be carried in the bilge, a centerboarder is not necessarily — contrary to popular belief — any less

stiff than a keel boat. The hull is very deep, with Vee'd midships sections which combine to put the center of gravity of the lead almost as low as it would be in the keel of a flat, shallowed bottomed keel boat such as the Peterson 40. (See Figure 7).

Incidentally these deep Vee'd hull sections require additional displacement, because the

vative in comparison with the more race-oriented Islander and C&C, but not too long to provide good performance. It's greater length does allow the ballast to be concentrated very low so the boat does not have to be heavy to be stiff (as was the case with the Pearson centerboarder). The leftover area in the keel is ideal for tanks and bilge sumps.



C&C 39 KEEL

FIGURE 6

deeper hull creates additional buoyancy. The heavy displacement — relative to the others — of the Pearson (22,500 pounds) easily supports the heavier interior and cruising comforts and luxuries not found as often in the other 4 boats. It is not a question of heavy or light displacement being better, it's a simple case of the keel/ballast working in harmony with the interior and the rest of the design.

**Cal 39.** Bill Lapworth and Cal are famous for good-looking cruiser/racers. They usually have excellent cruising features, yet are not so far in that direction that they cannot be raced competitively on the local level.

The keel design on the Cal 39 is conser-

The conservative keel design allows it to be wider and flatter on the bottom — both lowering the center of gravity and allowing easy haulouts.

**Ericson 38.** Among the five boats this has the most interesting keel. It is based heavily on theory and the testing designer Bruce King did, using similar wood keels on Lasers.

King realized that for a selected lateral area and aspect ratio, that hydrodynamic theory dictated an optimal taper ratio and an optimal sweepback angle. Both these criterion were satisfied by sweeping the trailing edge forward. This allowed the leading edge to be swept back enough not to be a kelp-catcher,

KEEL

PLATE  
CENTERBOARD

FIGURE 7

and still meet the sweepback angle requirement. In addition to this, King realized that the IOR rule encourages "tippy" boats and such a shape would not require putting any ballast inside the hull to raise the center of gravity to a 'tippy' level.

Ericson incidentally offers a more traditional looking keel for those who want it.

By now it should be apparent that there is no "perfect" keel, and that each yacht design requires a keel compromised to uniquely match the boat to which it belongs. Each of these five boats have a different purpose, the

C&C 40, Islander 40, and Ericson 38 are intended to primarily be racing boats. Their keels are designed in that way. The Cal 39 is meant to be a slower, more cruising oriented boat, and has a keel comprised to enhance that kind of sailing. Likewise the cruising Pearson 40 uses a centerboard to expand its

cruising grounds.

When one realizes that the keel is but one of an incredible number of parts to a sailing yacht, one can appreciate the many decisions (and compromises) facing a naval architect.

— bob smith

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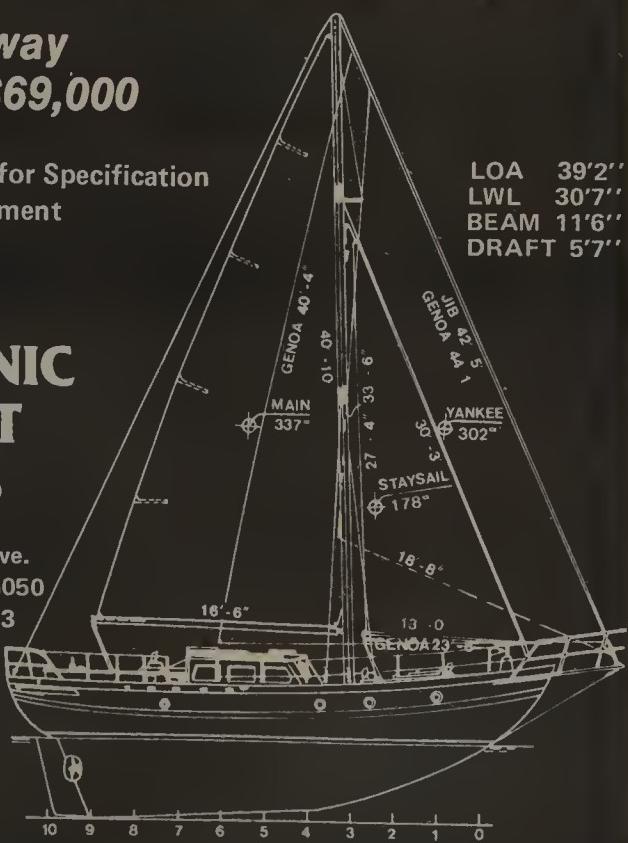
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"It's the Sauza Cup, at Lahaina, two races Saturday and one Sunday," he continued.

My reply, of course, was "Of course."

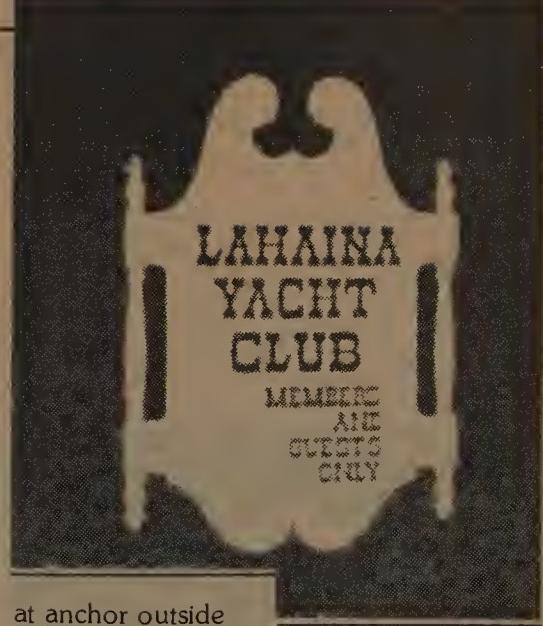
The Skipper, a busy fellow, asked me to arrange for plane tickets, and later, asked "How should we get to

words) berthed at Waikiki Yacht Club.

After we had scrutinized the boat, The Skipper's next request was that I locate 100 feet of 5/8 line to replace a spinnaker sheet we had lost in the Kauai Race.

As I headed for the phone booth I saw a familiar bay area face. "Say,

and a tour of Zamazaan, the 52' Farr design. What a machine! . . . double wheels, split cockpits for the crew and the bendiest fractional rig mast I had ever seen. "This must be quite an interesting boat to sail," I noted, and Commodore allowed that he felt it "had potential." I understand the translation of Tompkins' subdued description is "It's a



at anchor outside the crowded Lahaina Harbor. Once aboard I had just enough energy to drag a cushion out on the deck before I

Saturday and one 24 miler on Sunday. Later I was to find out that in the lee of an island, the length of the course has nothing to do with the length of the

groove when The Skipper called. "Want to go back to Hawaii for the weekend?" he asked.

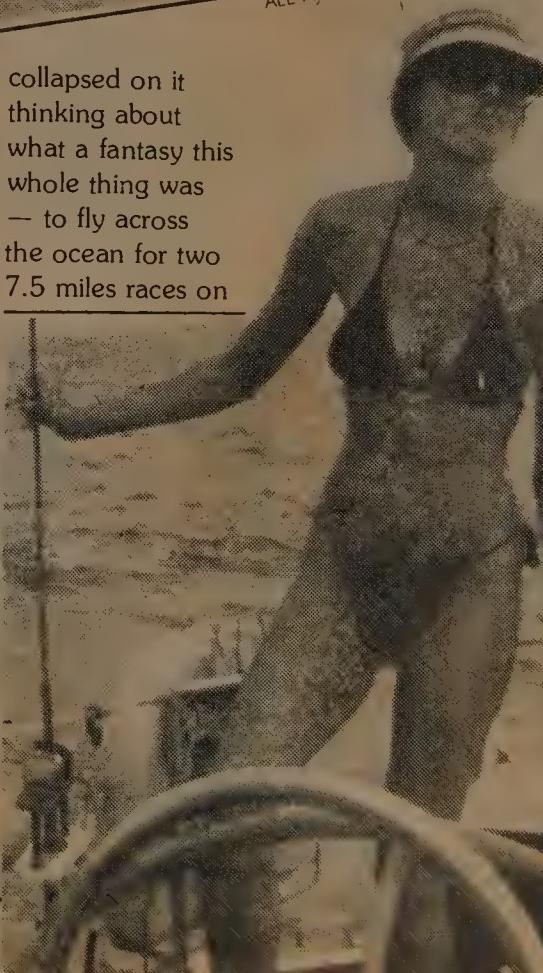
My racing up to now had always been the poor boy variety, strictly on the bay where the logistics were fairly simple. Winging across the Pacific for the weekend with someone else picking up the tab sounded pretty good to me.

the airport?" I guess he usually has somebody attend to these little details. "I'll pick you up," I volunteered, and so I did. We spent the flight pouring over boats for sale; The Skipper was contemplating moving up. Our itinerary included a stopover in Oahu to inspect a Peterson 50 on the market for "only 210,000" (in The Skipper's

screamer!"

With our Oahu business taken care of, we picked up our bloopers at the airfreight terminal and headed for Lahaina Yacht Club to meet with the rest of the crew for drinks, dinner, and whatever.

The "whatever" continued until about 11:00 when someone noted it was 2:00 "apparent" for us, and we decided to head for the boat, a Swan 55 lying



ALL PHOTOS BY JOHN ROWLEY

race.

The next morning The Skipper inspected the boat to be sure that all the extraneous heavy stuff had been removed and then he

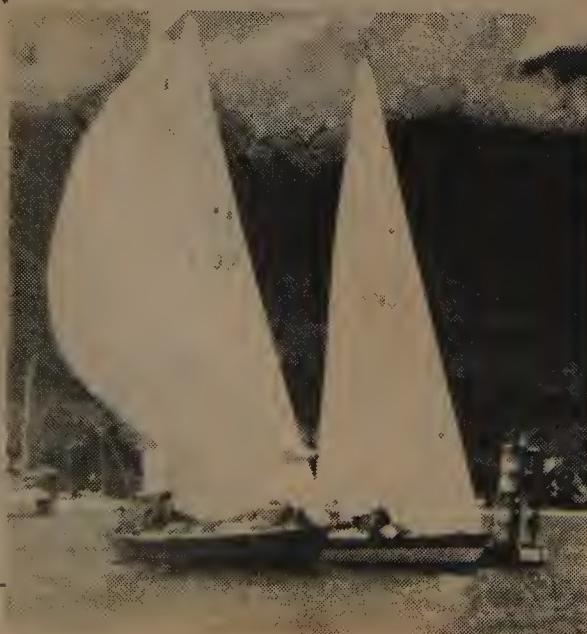
and how slow a "UHDB" goes in those conditions.

We crept across the start but we had a good position until a monstrous dark blue hulled C&C



decided that all sea bags and sleeping bags would be left in the dinghy at the anchor while we raced. "Boy is that dumb," I thought to myself, "the boat weighs 55,000 pounds, so what difference will this little stuff make?" We wrapped the stuff in the mainsail cover and it was so heavy it took three of us to load it in the dinghy. That was my first lesson about weight. My second lesson came after the start of the race when I found out how little wind there was

61 named *Triumph* barged in, and with a little more way on than we had, blanketed us and slipped through. Not an auspicious start, but we hadn't unleashed our Secret



Weapons yet.

Our Secret Weapons were Annette and Terry in their black bikinis. Terry's was rather small, the bathing suit that is, but Annette's was almost non-existent. She called it a string bikini but it looked like someone had stolen the back half. Annette commented that she couldn't understand why all those sailors were so interested in her buttocks, since everyone has them. The Weapons spent the better part of this light air drifting match on the after deck, the better to distract the other crews.

The first race took about three hours to get all the classes finished, and we didn't do too well, but halftime between races found us the center of attention. The Aussies, South Aussies, Kiwis, and several others, all under mainsail only, were trying to see if we would be in-

terested in "swapping one of our birds for a couple of healthy crew."

The sequence for the second race started, still no wind, and the same barging tactic by *Triumph*, risking her brand new \$10,000 paint job on the chance she could again slip through between us and the committee boat. We tried to bring her up but were again blanketed in the light air and *Triumph* slipped through a second time. Boy, were we pissed!

We did the light air shuffle for three more hours, finished, and went back to our anchor to lick our wounds, commiserate about how heavy boats won't go in no wind, swim, drink a few beers, and get ready for the Margarita Party put on by Sauza Tequila, sponsor of the race. In fact the entry fee for this fun series is \$3 (American) or a label from a Tequila Sauza bottle. The margaritas flowed all too briefly from a large garbage can, and when that was drained, we left the Olde Lahaina Prison where the party had been, to try and stir up some revelry at the Lahaina Yacht Club.

About 10:30 that night, (I mean



2230, I guess) we decided it was time to eat. We then found out that all the restaurants close at 10:30, but some local told us Koko's was open until 2:30. "Just go that way down the road, about a quarter of mile." The place was in-

extra exercise and the pastrami sandwiches are great!

Back to the boat, but this time I forgot about the cushion I guess, and ended up sleeping on the bare deck. The next morning I was able to confirm that teak is not soft.



deed open late, but it was down the road in the opposite direction. Oh well, a little

The first two races had been closed course triangles, but this final race was to



start around the coast at Kanapaali, progress along to coast of Maui to Honolua Bay, across the Pailolo Channel to a rock called Mokuhoniki Island off Molokai, and back across the channel to the start-finish. We

had wind this day, so unfortunately our Secret Weapons were bundled up in jackets and jeans. Nearing the start, we noticed our nemesis *Triumph* off to starboard getting into barging position. As the seconds ticked away we started to harden up for our approach to the line, right on the committee boat, a perfect start, and here came *Triumph*, barging again. We started yelling to them that they had no rights and we weren't going to give room but on they charged, trying to squeeze through before we shut the door. We started yelling to The Skipper to bring them up and the two huge yachts, thundering along in 20 knot winds, started closing on one another and the committee boat. "Bring him up!" we demanded

and finally, soft as a caress, The Skipper came up and touched *Triumph* out. We heard a shout from the committee boat "*Triumph* → barge!" Up went our protest flag.

The race across the channel was much more to the boat's liking, with winds up to 35 knots churning up steep heavy chop that we powered through with tremendous momentum.

Once we had thrashed around the corner of Maui, we headed across the channel, changed to the double head rig, and fairly flew to the turning mark. A jibe behind the rock and a dash back across the channel found us in the company of the larger, lighter boats and we finally felt like we had been in a yacht race.

After our finish came the preparation of our protest and the usual unnerving wait prior to the hearing, and the equally disquieting period as the protest committee decides your fate. The Skipper kept muttering over and over, "It wasn't my idea, I was just a limber puppet." The *Triumph* crew was confident as they had counter-protested and they really thought they

were right, the fools. The decision was finally announced and *Triumph* was disqualified, losing

During the process we discovered The Skipper had lost his airline ticket, so we bought



the regatta which she would have won had she not tried to go to the well once too often.

The ensuing discussion between The Skipper, who had had several beers by now, and the adversary from *Triumph* grew increasingly hot until the fellow from *Triumph* decided to go back in and explain to the head of the protest committee how grievous an error had been made. The reply, "GET OUT OF MY DAMN OFFICE."

With that, the limber pupper and I departed the scene in search of some reality; time to gather our belongings and catch a plane.

prised he hadn't misplaced the boat yet.

When we arrived back at SFO, The Skipper offered to pay the parking, but had forgotten his credit card, so later he wrote me a check for a little over \$1300 to cover all of the tickets, parking, spinnaker line, and other details I had attended to. I deposited him, his wallet, and his belongings safely back on his doorstep and headed home.

We hadn't brought back a pickle dish this time, just two very sunburned female crew members and some sea stories that will undoubtedly improve as time goes by. But my wild weekend in Hawaii was one I won't soon forget.

And yes, the \$1300 check bounced.

**- as told to sue rowley**



# OUT OF MY MIND



Man overboard! A tragic call unfortunately not as rare as most of us might think. Almost every year someone is losing life in our bay falling overboard. Someone among us, sometimes even more than one.

How to save your life at sea, how to survive? This dilemma reminds me of a very smart instruction I read at age 6 in a medical book secretly removed from my parents library. "The best was to avoid pregnancy is to resign from sexual intercourse . . ." Well, the same conclusion we can probably apply to sailing. No, no, not survive postponing intercourses, just if somebody is afraid of falling overboard he should quit sailing.

Man overboard! A tragic call, threatening, blood chilling situation! At the same time quick as lightening action: throw lifering, throw vane, loosen sheets, switch on reflector! Here, here he is! Lift him up, easy, easy . . . fortunately.

Unfortunately not always somebody's carelessness, lack of experience, or just a chance end that way. Unfortunately . . .

As most of us sailors agree, we must use harness in heavy seas and all the time when sailing alone. Our boat must be equipped with all recommended (and possibly even more) life saving equipment. The crew must

cling to the boat with iron grips which strength should be proportional to the third power of wind force in Beaufort scale. They must hold on like hell!

But what if the fury of ocean was stronger than the "iron grip". What if the waves were bigger, the night darker, the wind stronger than the dramatic effort of crew and the mastership of skipper hopelessly searching for the lost man. Is the man lost in sea really lost? Has he no chances? How long can he survive waiting for rescue?

Here are several of the most dramatic cases I have heard about men overboard. In 1955 an Italian freighter, *Patricia*, sunk near Beirut almost instantly. Fortunately the crew was rescued by an American ship which took all the mainers on deck. But after several hours the rescued crew discovered that one of them, Bruno Rota, is missing. The search for Rota was not successful and the mariner was posted as missing at sea. Although 12 days later another ship, *Lidice* found Rota hanging on to a small wooden beam, 200 miles from where *Patricia* sunk. The totally exhausted Rota was transferred to a hospital where he recovered after long period of treatment.

## A SECOND

In the August Issue, the 'Great Urbancyzk' wrote about safety harnesses. Gordon Augason wrote us this letter about safety harnesses several months ago, but we thought it timely to include it now.

Editor Latitude 38.

The recent disappearance of Grover Nibouar makes one wonder if a more realistic test for qualification for single handed sailing is not an offshore trip, which may turn out to be a long drift, but to demonstrate ones ability to get back on a moving boat after falling overboard. Sometime back I was very shocked when as a test I jumped off my Coronado 25 in warm, still water and I found I could not pull myself back on board in spite of the boats relatively low freeboard. Since then I have been studying the problem of getting back on board. On small, narrow boats like Grover's, if you fall down, you can fall overboard. On my present 24 foot boat a

crewman slipped on a plastic forehatch and fell cleanly in the water without touching any line or part of the boat. Also, small boats often do not have deep cockpits to sit in and the interiors are so small relatively little time is spent in the safety of the cabin.

Any argument may be made for not wearing a life jacket when singlehanding, but in my opinion a safety harness is a necessity. Most people do not like to wear safety harnesses because they get tangled up with the boat lines and are cumbersome. A space suit is cumbersome but astronauts wear them and accomplish many difficult tasks.

It is usually recommended that a safety harness be attached to a line running the length of the boat. However, few people

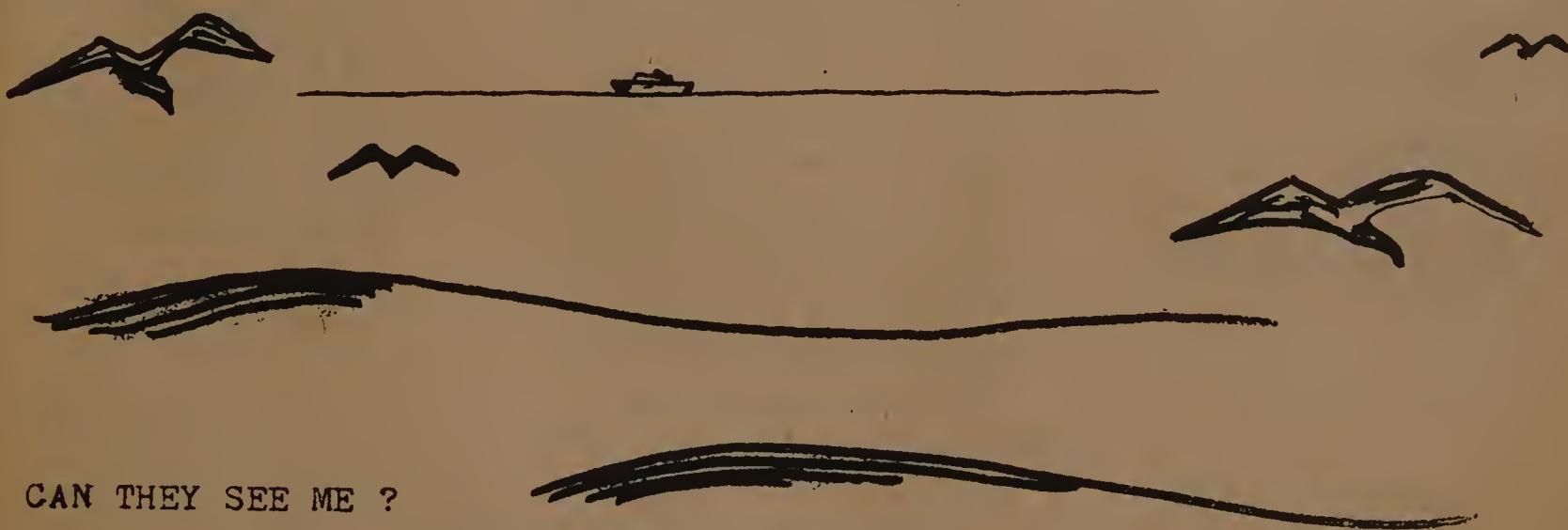
# MAN OVERBOARD!

The case of D.M. Wardrop was another miracle. Wardrop, a second mate on *British Monarch* fell overboard while the ship was crossing North Pacific in 1956 on her way from America to Japan. Wardrop tried in vain to catch a log-line, the pressure of water was stronger. After *British Monarch* dis-

Wardrop started to hallucinate. *British Monarch* began to search for Wardrop not sooner than four hours after he fell overboard. The whole crew standing on the deck was looking over waves trying to locate their fellow mariner . . . with no result. Because of very small chances for Wardrop's rescue, the Captain of *British Monarch* decided to look for him for six hours. Literally in the very last moment (like a cheap movie), War-

In 1960, in Stockholm the owner of a beautiful schooner, *Three Stars*, told me another tragic episode. *Three Stars* had participated several weeks earlier in one of numerous races organized during short sailing season on the Baltic Sea (from May til

Fig 1.



CAN THEY SEE ME ?

peared, Wardrop made a quick decision to follow his ship. Hour after hour he continued swimming west, occasionally relaxing on his back. Soon came the sharks. Roaring, splashing, kicking, Wardrop kept them at a distance. Soon also the sea birds tried to attack the mariner. After six hours in water,

drop was perceived — he was swimming persistently west. He was picked up by a lifeboat and soon the second mate was among his friends. "You are just great," said the Captain, who was more than happy to see Wardrop alive. "Oh, yes" answered the mariner losing consciousness. After three days in the ship's lazarette brave Wardrop was back on the bridge of the *English Monarch*.

September, no longer) and even this short period often has violent storms. One such storm hit when *Three Stars*, under selected crew, was racing with good chances for a trophy, just about one hundred miles south from Gotland — Baltic's biggest island. In total darkness of that terrible night, one of

## OPINION

realize how forces are multiplied when a force is applied perpendicular at the two ends of a taught line. It is very easy to pull out stanchions this way. Through bolted heavy eyes with backup plates should be used to attach the lines run either side of the mast. Heavy cable, rather than rope, should be used to reduce stretch, or your safety harness and lanyard will not keep you on the boat.

Mountain climbers have known that a free fall of 6 feet puts as much stress on their gear as a fall of 100 feet. Yet most safety harnesses are not made strong enough for these forces, which can be in the thousands of pounds. Most safety harnesses are of the chest variety which will keep the body

upright and are simple. But people have suffocated in chest harnesses in less than 3 minutes when freely suspended. A combination of waist harness which goes around the legs to support the body weight with a chest harness to hold the body upright has been found to be the most comfortable and the safest.

Many harnesses and lanyards do not have an easily removable attachment at the harness proper and can only be disconnected at the end of the lanyard. This is a mistake. For instance you may fall overboard and be caught by your harness, but you need to move around the boat to the boarding lad-

der or where the freeboard is less, or your head may be underwater and you need to get free, or your boat may be sinking and you have to get loose. This is no time to be searching for your trusty rusty knife.

One of the reasons people get tangled up in their safety lanyard is that it is too long. I have been experimenting with a mountain climbing device called a Gibbs ascender on my safety lanyard next to the harness. They are cheap, small and will not fall off the rope as do other similar devices. Their only fault is that they are made out of anodized aluminum and I am not sure how long they will hold up exposed to seawater. It should be several years. In use you attach your lanyard to the lines running the length of the

# OUT OF MY MIND

Lest Andrew forgot one of the west coast's best man overboard rescue's, we'll quote a paragraph from Robert Allan, Jr.'s 'West Coast Sailing Scene' from the book 'Racing with Cornelius Shields and the Masters', by Cornelius Shields.

"The case of Ted Siersks precipitated the rule that made the man-overboard pole a mandatory piece of equipment.

Ted fell overboard from the 85-foot sloop **Lapache**, and was in the water for two days. No one could find him. A whole squadron of destroyers joined the fleet of sailboats in the search.

After two days, they gave up the search, and as the last destroyer turned away at sunset, a sailor on the stern happened to catch sight of Ted. They swung back and picked him up. The problem was that without a pole, he was almost invisible in the water.

the sailors, Olaf Berg, was washed overboard. Seeing what happened another sailor, Roald Ericson, jumped into the water holding the end of main sail sheet. Slowly, inch after inch, the *Three Stars*' crew pulled Roald Ericson's rope back, praying for Olaf's rescue. But the end of the rope was empty. Both sailors disappeared in the frenzy of the storm. For a moment there was hope, in the light of a reflector somebody yelled "I see him, just, just here", but it was only an illusion, a result of a nerve shattering experience.

## A SECOND OPINION

boat and move the desired position on the boat. You then take up the slack in the lanyard and coil up the excess line and put it in your pocket out of your way. This procedure should keep you on the boat if you should slip. If you do go overboard, and are hanging in a comfortable harness, you remove the excess line from your pocket and tie a loop in it. You then stand up in the loop and slide your ascender up the line. You repeat this process until you have worked your way back on to the boat. A pair of Gibbs ascenders will find many other uses on board such as: emergency rigging, and for safety in climbing masts.

Not enough can be said for redundancy. If conditions merit it, 2 lanyards should be at-

Via radio, *Three Stars* skipper transmitted the loss of two sailors. Now all ships in the center of the Baltic were warned and asked to look out for the missing men. After a 24 hour search, the schooner with lowered flag was returning to Sweden. Although before she reached the harbor a Russian fisherman reported that he picked up an unconscious man from the sea and that his paramedic is trying to bring him to life. The next call from the Russian fisherman was that the sailor is still unconscious but with good chances to recover.

A very, very unique case! The rescued man spent over ten hours in the Baltic's cold water. It was obviously a miracle. We didn't expect to find the second sailor alive and sailing home we still didn't know who was rescued: the unlucky Olaf Berg, or the heroic Roald Ericson.

Several days later the crew met in their Yacht Club for a sad ceremony saying farewell to their friend who took his last and longest voyage: Roald Ericson who died while rescuing his friend, Olaf Berg.

In 1964 James William English was washed off his ship, *Esso Durham* during a violent storm on the Mediterranean Sea. Nobody heard his calls for help. The tanker *Esso Durham* was at this time about 30 miles from Sicily shores. English made a desperate decision to swim to shore; he removed his clothing and observed stars navigating north. On the ship, after English was reported missing, everybody was sure that there were no chances for his rescue, so *Esso Durham* continued on her route.



IRON GRIP

At the same time, English did not give up and kept swimming. He saw numerous ships, but no one perceived him. When he was tired he relaxed on his back. At daytime the mariner oriented himself watching the sun and swam stubbornly toward Sicily. As he said later, he did not think of sharks, such thoughts would have killed him, he stated. English reached the Sicily shore after swimming for 20 hours in rough water. He was recognized by the whole world as a unique swimmer and a master in very special navigating.

Reading these stories we can, once again,

tached to the safety harness and two eyes should be provided for holding you in the center of the boat at work stations such as at the bow, the mast and in the cockpit. Then if a wave sweeps over the boat you will not be washed off the boat.

I would like to recommend that single-handed sailors read mountaineering literature, especially that dealing with extricating oneself from a crevasse. They share many of the same problems.

I would also like to recommend that singlehanders wear light safety helmet such as those used by bicyclers and mountaineers so that if they are hit by a boom or are thrown down they have some protection.

Lastly I would like to recommend that the

techniques one chooses to get back on board after going overboard be practiced before putting out to sea.

Gordon C. Augason  
Sunnyvale

*Editor's note: We received Gordon's letter before the start of the Singlehanded TransPac. His notion of wearing safety helmets struck us as being something sailors would never follow. However, after the end of the Singlehanded TransPac, we discovered a good number of entrants — maybe 5 or 6 — had received pretty good blows to the head. It wouldn't be macho to wear one, and we're not sure we ever would, but that's not to say it wouldn't be a smart idea.*

# MAN OVERBOARD!

be sure that even in a worse situation a man can survive, regardless that such cases are

rigger master. Anyway, today we have super boots, antislippery decks, super harnesses (see June issue of *Latitude 38*), so it is easier to remain on the deck.

Second rule is to be an excellent swimmer, maybe even an experienced diver. In many countries proof that a person can swim is a must before he can start to sail. ("He can't either swim or write" — said the ancient Romans.)

Third rule is to have on board proper emergency equipment like a life ring, life jacket, varie with red flag, fluorescent dye, even a radio and radar reflector.

Extremely important is the crew's excellent ability to operate their boat, and ability to pick up a man from the water in a short time.

According to statistics, many people die in the very first minutes after being washed off a ship, because of enormous psychological shock. This is why the most important rule is to understand that even overboard a man can be rescued, that the world and life does not end with loosing contact with the boat's deck.

While training young crew, the hard "out-bound school" style, I always started from understanding the psychological part of the man overboard. After that we practiced "man overboard maneuvers", hunting for a life ring. Next step was that each crewmember was thrown into the water and had to swim behind the boat yelling "help! help!" and waving his hands to let the "rescue" team know his location.

During cruising the crew was woken up, from time to time, by the command "man overboard!" It usually took place when the boat was passing IFO (Interesting Floating Objects) like glass floats (worth up to 50 bucks on a hobbiests market!) or bottles covered with shells (unfortunately they never contained letters).

So far, I didn't have, something sailing in very bad weather, a man overboard. But giving even so advanced training, are we sure that it is really enough? Is it really all that we can do to deal with something as precious as the life of our crew? I am not sure . . .

— andrew urbanczyk

Grip force ≥

$$(\text{Wind force } [B^0])^2$$

rare.

Obviously the best preventative measure is to not be washed off of a ship. So the first rule is to hold a firm grip onto your boat. "You are absolved only if you are washed off with a piece of your ship: a pulpit, a handrail, even a steering wheel" said one square

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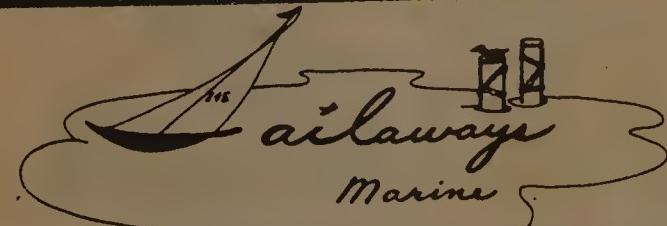
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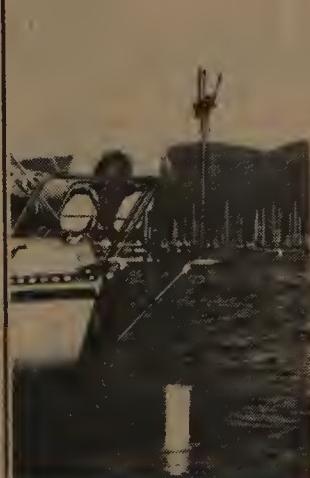
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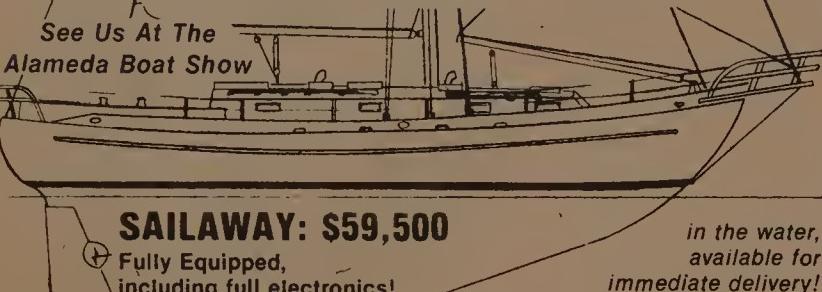
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Jud

Could this be Joshua Slocum's famous Spray of renown for its 1895-8 Round-the-World voyage in for a refit at South Bay Boatworks in Redwood City? No, it's Cullier's Spray, a near-exact replica of Slocum's boat which was built by Peter Cullier at the Oxford, Maryland, Shipyard in 1929. And after more than 50 years of hard service including two circumnavigations,

Cullier's Spray has just earned a fame of its own.

As Pete recalls in his book *'The Spray: Building and Sailing a Replica of Joshua Slocum's Vessel'*, "There was nothing at all experimental in her design or construction. The makeup is essentially that of a north sea fisherman, a design which evolved over the centuries. It is notable for an easy sea mo-



# THE SPRAY

Photographs by Mike Gannon

tion, a comparatively flat wave with no quarterwave, and lack of the often troublesome cockpit. The decks are wide and spacious, and stay surprisingly dry in all but the worst sea conditions."

"For construction, the old-timers who did most of the work were the same craftsmen who built the last of the four-masters in the 1890's. After centuries of accumulation in knowledge, woodworking skills were at their peak at about this time. Many of the old trades have since died out because of competition from the other building materials, and are now all but lost."

## History of Spray

Pete, his wife Toni, and their Spray are somewhat of a legend along the Atlantic Seaboard. Having followed the seasons up

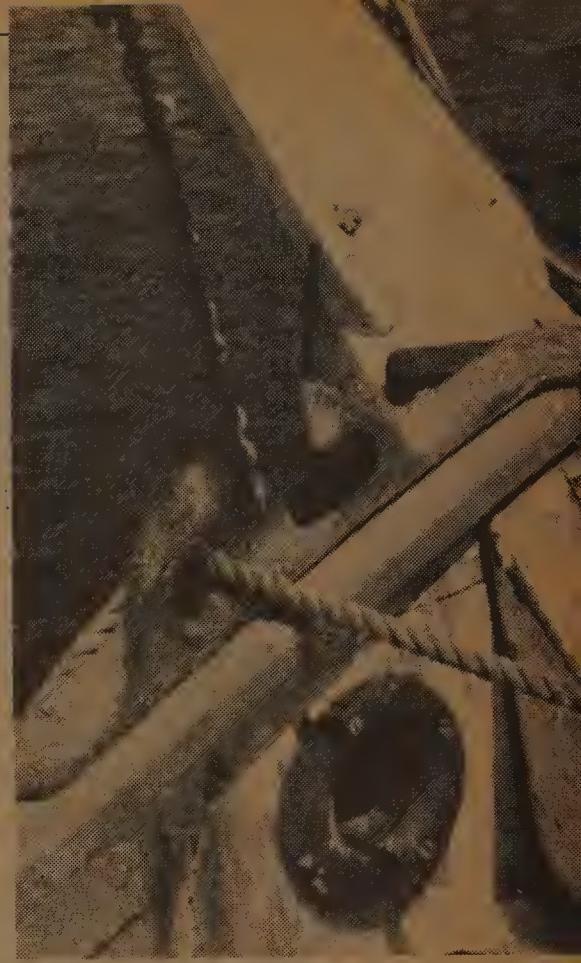
through a combination of taking aboard paying guests, writing magazine articles — even freighting lumber at times.

But as all good things must come to an end, the day finally arrived when "living aboard would no longer do", and the Spray went up for sale. In the six owners and 30 years since, it has circled the globe twice. It spent the 60's and early 70's running guns, rum, and other contraband throughout the Caribbean.

Then in the mid-'70s, the Spray mysteriously dropped out of sight. East coast yachting circles theorized that the vessel had either been lost at sea as had her famous predecessor, or else taken further south to Brazil where boats can be sold at a premium.

## West Coast Debut

Actually, the Spray has lain in St. Francis



Old blocks with patent roller bearings are difficult to replace.



Belaying pins are used aboard Spray in lieu of cleats.

and down that coast for more than 20 years, they are among the first in the modern breed of live-aboards and certainly some of the more tenacious. They financed their travels

Yacht Harbor, San Francisco, gathering barnacles since about 1975. Although the circumstances which brought the old boat back into this area are still unclear, it has been

slowly moldering away ever since and was beginning to ship water rather badly.

Then one day last November a "for sale" sign appeared in the rigging and Jud and Betty Swedberg bought her with the thought of restoration. Although the Swedbergs had never heard of Joshua Slocum and knew nothing of this replica, "the old craft had just the right cut to her bowsprit, a jaunty angle to her transom, and plenty of room on deck for lazing about. Besides, the price was surprisingly low because of neglect."

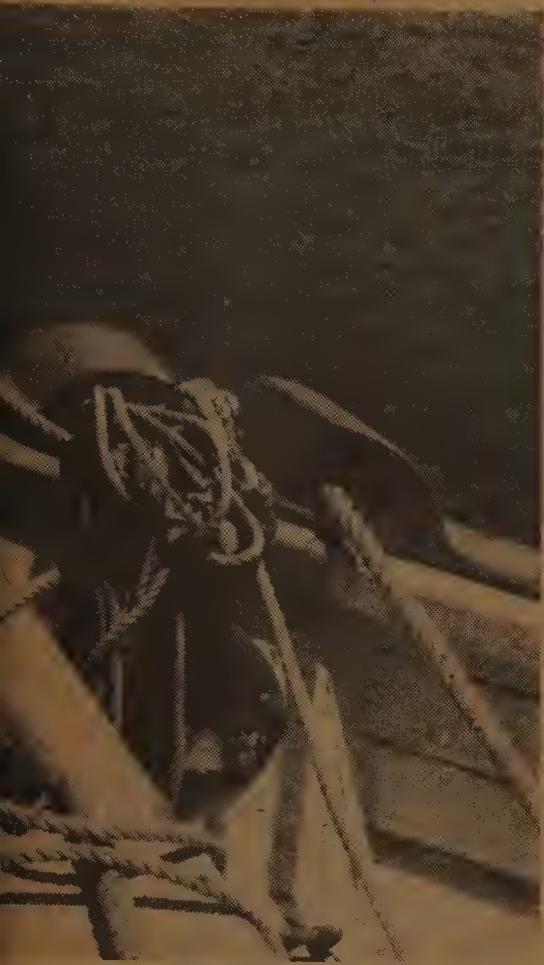
## Restoration Plans

Jud and Betty intend to have Spray operational by the end of the summer, and completely restored within five years in time for cruising after they retire. For restoration, they plan to keep the exterior as authentic as possible but will probably modify the interior to suit their needs.

And their enthusiasm seems to be contagious. Youngest son Brian, who worked the past few summers aboard the San Francisco tall ship *Bacchus*, has already volunteered to revamp the standing rigging. This task calls for running new galvanized steel cable, serving it with marline, and lacing it to the deck with deadeyes and lanyards.

The Swedbergs have owned wooden boats before and prefer this material to the more modern ones. "Just the sound the decks make when you walk across them or the way the cabin stays cool through the heat

# THE SPRAY



These heavy fairleads were originally intended for bigger sailing ships.

of the day is enough to chase away any occasional case of buyer's remorse that we might have. Although an enormous amount of work lies ahead, we intend to take it one job at a time and enjoy ourselves."

"The hull and fittings are still quite sound," says Jud. With 4-1/2x8" white oak frames spaced only 12" apart and a huge keel, the boat was massively overbuilt to begin with. Actually there is so much weight built into the hull that no additional ballast is necessary. And most of the fittings were

a ton of salt packed in to prevent rot. Also, a deep hole was augered into the masthead and fitted with a tight plug. Once a year this plug is removed and a mixture of linseed oil and turpentine poured into the well. Then this mixture slowly seeps down the entire length of the mast to act as a preservative."

The main problem for the Swedbergs so far has been locating replacement parts and picking up the old-time woodworking skills. "The wooden blocks with patent roller bearings that were originally used aboard the Spray just don't seem to be made anymore. Also, finding 1½" thick cedar planking to rebuild the steering gear housing turned out to be a major problem, and learning crafts such as steam bending from books can be just impossible. Actually, we seem to gather most of our information and ideas from people passing by who are interested in old wooden crafts."

Jud and Betty report that most of the folks who drop by would like to know "how the

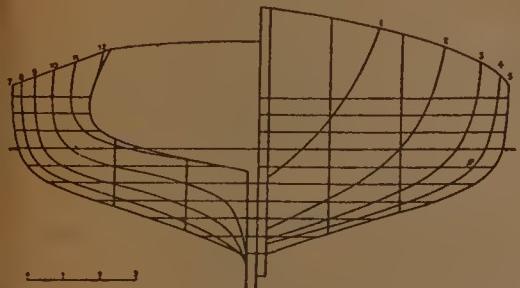


Youngest son Brian has volunteered to revamp the standing rigging.

under sail, the answers that they came up with are as follows:

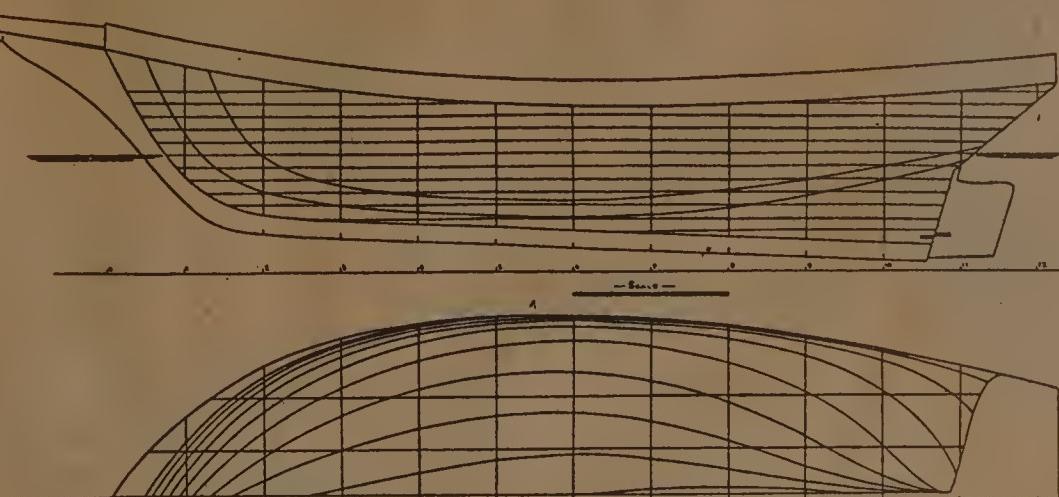
"The Spray is of a design which evolved for carrying heavy loads and making long passages. Being such a wide boat and lacking a deep keel, she's not very good to windward and is actually rather slow. The main mast carries 600 square feet of canvas, and

Lines and body-plan of Spray (lifted from "Sailing Alone Around the World").



originally designed for use on sailing ships.

"Some of the old construction techniques are absolutely amazing. For example, the frames were planked over on the inside and



Spray is to windward . . . how fast she is . . . how much sail can she carry . . . and would we consider selling." Although the Swedbergs have yet to take the Spray out

the mizzen 155. And as for selling, the Spray is like a member of the family now. We just couldn't part with her."

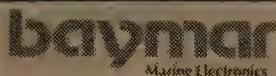
— mike gannon

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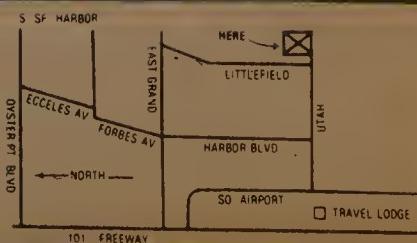
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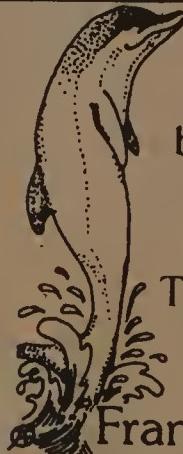
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Richards & van Heeckeren 780 sq. ft. foot 22' J 12'2", l 38'1". Yellow/red w/turtle, good shape, \$350. Call Leonard afternoons (702) 831-3646. See "Utopian Explorer", slip 37, Jack London Square.

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1938, 38' wood ocean-going sloop, teak decks and trim, sleeps 6, dinghy, for cruising or racing. Corinthian Yacht Club berth B-3. Joe Koopman 434-3838 d 456-6909 e

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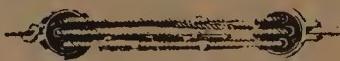
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KYROS — 9 Barients, Lt. 150, 150, 130, 110, 90, 70, drifter, 7.5 oz., .50 oz. blooper (most new); hydraulics, loaded; see at no. 814, Sausalito Yacht Harbor. Try (415) 332-5360; if no answer (702) 883-1203, (702) 588-2946

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21' Victory sloop. . . . .	2,100
23' Pearson, ensign . . . . .	6,500
25' Barney Nichols sloop . . . . .	9,500
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26' Cruising cutter, Fellows & Stuart . . . . .	23,000
27' Santana, equipped . . . . .	18,500
28' Herreshoff Rozinante . . . . .	18,000
30' Herreshoff H28 . . . . .	28,500
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32' Danish pilot sloop . . . . .	23,500
33' Clark motorsailer . . . . .	29,950
35' Cheoy Lee lion . . . . .	36,500
35' Kappa yawl . . . . .	35,000
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From New Zealand  
**NEW CAVALIER 39 Luxury Cruising Yacht**  
**\$89,900.00**

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34' Hunter twin cruiser . . . . .	16,500
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37' SEABIRD KETCH. 1975 Garden design, Perkins diesel, very comfortable liveaboard with legal liveaboard slip	\$67,500.
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33' C&C. 1977, little used, well-equipped, racer-cruiser	\$45,000.
33' PEARSON VANGUARD. Full keel, Rhodes design	\$33,500.
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POWER	Offer
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32' Block Island cutter, 1964, 4 cyl. Mercedes, aft cabin . . . . .	28,900
32' Atkin cutter, 1978, teak hull, like new condition . . . . .	45,000
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37' Garden aft cabin, 1975, 4-107, good gear . . . . .	67,500
37' Fisher ketch, '76, clean and well-equipped . . . . .	112,500
40' Alden cutter, 1940, completely refurbished . . . . .	50,000
40' Concordia motorsailer, 1946, very handsome boat . . . . .	39,500
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40' Linderman cruising sloop, 1967, aft cabin, Aries . . . . .	65,000
41' Alden cutter motorsailer, 1958, radar, heavy . . . . .	68,000
41' Einar Ohlson custom sloop, 1968, very elegant . . . . .	120,000
43' Parker/Moody English sloop, quality, Aries, low price . . . . .	50,000
44' Custom Islander, 1974, the best we've seen, need offer . . . . .	80,000
45' Hand schooner, just returned from 25,000 mile cruise . . . . .	65,000
46' Rhodes sloop, '57, of the finest construction, clean . . . . .	82,500
47' Cheoy Lee Offshore, (2) yawl/ketch, both excellent . . . . .	125,000
49' Robert Clark cutter, '64, big inventory and nice . . . . .	100,000
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23' RANGER . . . . .	11,000
23' CORONADO . . . . .	7,500
24' DEL REY, well equipped . . . . .	9,500
25' ERICSON . . . . .	14,000
26' CHRYSLER . . . . .	13,500
26' BALBOA . . . . .	11,500
26' DAWSON, aft cabin . . . . .	17,500
27' TARTAN, new engine . . . . .	18,500
28' COMPETITION 1000, dsl., fast & strong . . . . .	25,900
31' BOMBAY PILOT HOUSE M.S. . . . .	46,500
32' BRISTOL, diesel . . . . .	37,500
34' CAL MARK III, dsl., loaded with gear . . . . .	53,400
36' PEARSON, diesel, excellent . . . . .	56,000
37' SEABIRD KETCH, dsl., aft cabin . . . . .	67,500
37' CT, factory custom . . . . .	85,000
38' DOWNEASTER . . . . .	70,000
39' ATKINS INGRID, ultimate custom glass . . . . .	119,000
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44' ISLANDER, excellent . . . . .	79,500
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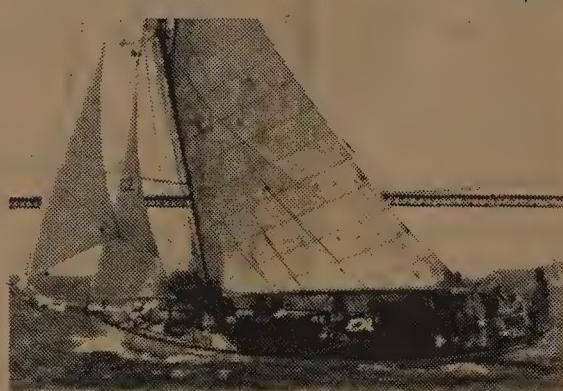
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21' VICTORY.....	2,500	30' RAWSON PILOTHOUSE.....	4 from 25,000
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22' VENTURE 222.....	4,000	32' ISLANDER.....	27,500
22' BRISTOL.....	7,400	32' PEARSON VANGUARD.....	34,900
22' AMERICAN.....	8,000	32' HERITAGE MARINE.....	25,000
22' COLUMBIA.....	3 from 5,000	32' PEARSON.....	59,500
23' NEWPORT VENTURE.....	2 from 5,900	33' FJORDPLAST.....	65,000
23' BEAR BOAT.....	2 from 4,400	33' MORGAN OI.....	45,000
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23' COLUMBIA.....	6,950	34' TRUE NORTH.....	75,000
23' ISLANDER.....	5,500	35' FORMOSA.....	52,000
23' BORDEN — LINDERMAN.....	7,850	35' LIFE BOAT KETCH.....	Offer
23' CLIPPER MARINE.....	5,900	36' CHEOY LEE CLIPPER.....	59,000
23' MAYA.....	6,700	36' COLUMBIA.....	39,500
23' RANGER.....	10,800	37' WESTER PACIFIC (Rafiki).....	78,500
24' J-24.....	13,900	37' FAREAST GARDEN.....	52,000
24' FARR 727.....	16,500	37' GULFSTAR.....	85,000
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24' BRISTOL (Corsair).....	12,500	37' IRWIN MKIII.....	49,500
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24' ISLANDER.....	3 from 5,700	38' FARALLONE CLIPPER.....	50,000
24' PACIFIC SEACRAFT.....	15,990	38'7" COLUMBIA.....	59,995
24'7" SANTANA 25' 1/4 TON.....	13,900	40' CHALLENGER.....	89,000
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24' SAN JUAN MKII.....	2 from 15,000	40' STAYSAIL SCHOONER.....	53,000
25' O'DAY.....	17,500	41' BENNETT.....	47,500
25' GOLDEN GATE.....	5,500	41' CT.....	75,000
25' TRIMARAN.....	4,500	41' FORMOSA.....	78,000
25' PETERSON 2-25.....	20,000	41' CORONADO.....	57,500
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25' NORDIC FOLKBOAT.....	7,200	45' COLUMBIA.....	82,250
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25' LANCER.....	13,500	50' PEREGRINE.....	220,000
25' MERIDIAN.....	12,500	52' CHINESE JUNK.....	89,500
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26' COLUMBIA MI.....	2 from 10,500	61' ANA MARIA.....	225,000
25' NORDIC FOLKBOAT.....	6,800	61' COLIN ARCHER.....	95,000
26' NORDIC FOLKBOAT.....	7,200		
26' INTERNATIONAL FOLKBOAT.....	15,500		
27' CATALINA.....	15,950		
27' VEGA.....	27,500		
27' HANNA GULFWEED.....	6,000		
28' COLUMBIA.....	13,500		
28' COLUMBIA 8.7.....	44,000		
28' NICHOLS BUCCANEER.....	10,500		
28' KINGS CRUISER.....	3 from 7,500		
28' TAI-PAN.....	28,000		
29' ISLANDER.....	21,000		
29' ERICSON.....	26,500		
29' COLUMBIA MKII.....	19,500		
29' COLUMBIA MKI.....	21,750		
30' PACIFIC.....	14,000		
30' ODYSSEY Yawl.....	28,500		
30' CLIPPER MARINE.....	15,000		



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NEW 34' AFT CABIN FORMOSA SLOOP — Volvo dsl., Walk-through to aft cabin! Lots of teak. AT OUR SALES DOCK.



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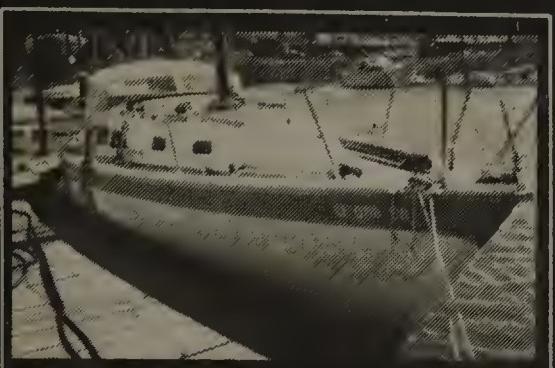
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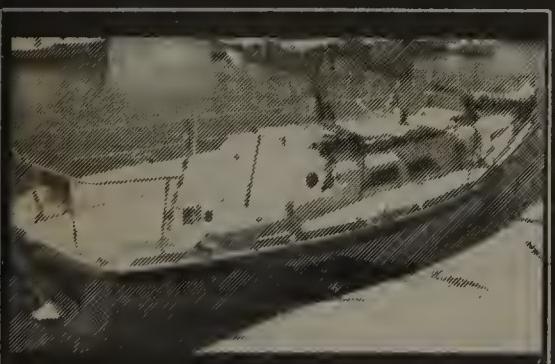
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**35' ERICSON** — Swift, luxurious performance cruiser/racer in beautiful condition. Inquire. AT OUR DOCKS.



**CAL 33** — Veteran of numerous Coastal and TransPacific voyages. Comfortable cruiser & competitive racer, too much gear to list. Asking \$42,500. At our docks.



**ERICSON 29** — Loaded with gear including autopilot, very clean, self tacking jib, spinnaker, etc. Asking \$26,500. AT OUR DOCKS.



**TARTAN 41** — Highly customized, impeccable cond. w/all the gear you would every want or dream of. Seller extremely motivated & will consider all serious offers. Asking \$89,500. At our docks.

**Paul Kaplan, Christine Kaplan,  
Mary Jo Foote**

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20' CAL	4 from 4,200★
22' COLUMBIA	2 from 5,000★
22' SANTANA	10,000
23' KELS COASTER	7,700
23' BEAR	3 from 6,495★
24' COL. CHALLENGER	6,500
24' NORTHSTAR	2 from 17,000
24' SAN JUAN	2 from 18,500
24' NIGHTINGALE	12,900
24' CAL T/4	11,900
24' PACIFIC DOLPHIN	15,750
25' KILLER WHALE	13,000
25' PETERSON	16,000
25' CORONADO	8,400
25' MERIDIAN	12,500
25' JR. CLIPPER	offer
26' S-2	25,000
26' EXCALIBUR	9,700
28' COLUMBIA	12,500★
27' SANTA CRUZ	18,900
27' CAL	18,000★
28' TAI PAN (CHEOY)	28,000
28' MORGAN OI	22,000
28' WYLIE	27,000
29' ERICSON	26,500
29' RHODES RANGER	18,500
30' BIRD	2 from 15,000
30' PETERSON	39,000
30' BURNS 1/2 TON	39,500
30' HURRICANE	17,000
30' CAL 3-30	41,800
30' KNARR	3 from 11,000
30' DRAGON	8,000★
30' PACIFIC	2 from 12,500
31' WYLIE 'Legacy'	29,500
32' HOLMAN SLOOP	39,900
32' MOTORSAILER	39,500
32' 5.5 METER BOAT	7,250
33' CAL	42,500
33' MOTORSAILER	59,000
35' ERICSON	55,000
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	45,000★
36' L-36	30,000
36' FARR ONE TON	80,000
36' ISLANDER	59,500
37' SEABIRD KT.	87,500~
37' RANGER	59,900
37' RAFIKI-CUTTER	78,500
38' ALAJUELA	94,000
38' FARALLONE CLIPPER	42,000★
38' FARALLONE CLIPPER	45,000
40' CHEOY LEE O.S.	87,500
40' GARDEN KETCH	85,000
41' CORONADO	87,500
41' TARTAN 'Regardless'	89,000
41' MORGAN	105,000
42' NEW ZEALAND SLOOP	58,000
43' METER (sistership Yucca)	29,500
43' SWAN	139,000
44' PETERSON	110,000
45' STEEL YAWL	110,000
47' STEEL KETCH	95,000
50' OFFSHORE SLOOP	220,000
55' STEWART KETCH	170,000
57' SEA LION #1	150,000
65' MOTORSAILER	149,000

\* Boat includes San Francisco Berth

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**RANGER 37** — Extremely well-equipped, in impeccable condition, very successful racer. Asking \$59,900.



**SANTA CRUZ 27** — Race ready, Bill Lee design, exc. condition. \$18,900. AT OUR DOCKS.



**35' GARDEN KETCH** — Warm mahogany interior with all the comforts; diesel, dinghy, S.F. berth included. Asking \$45,000.



**32' ENGLISH BUILT** full keel fiberglass cruising boat. Well outfitted, extensive cruising history, S.F. berth Included. \$39,500.

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# THE NORDIC 44

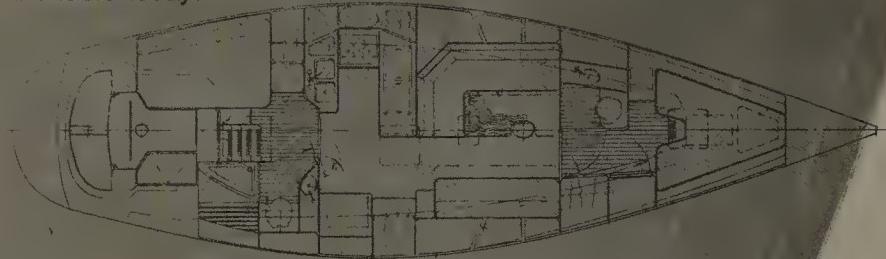
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